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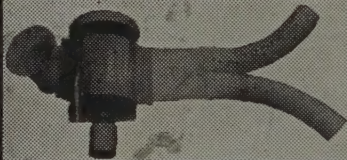
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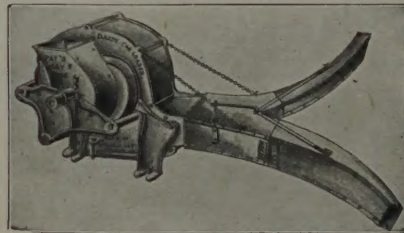
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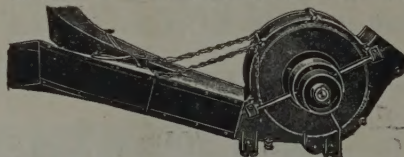
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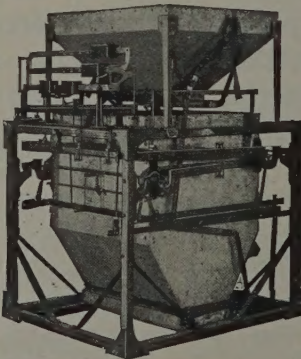
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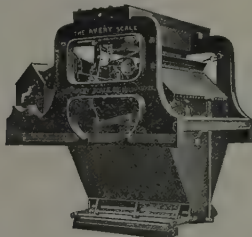
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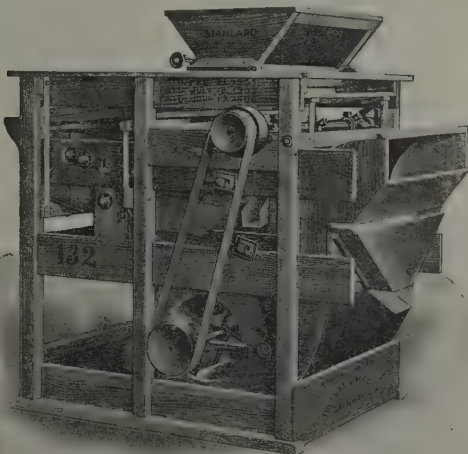
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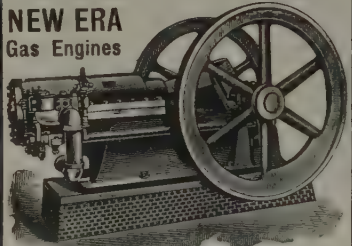
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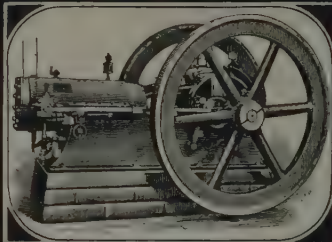
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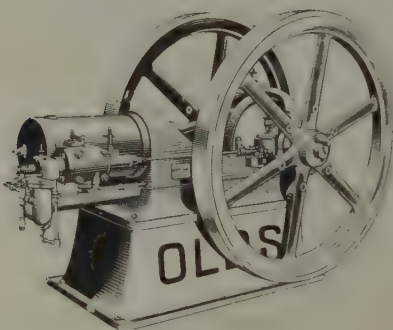


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In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

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Grain Register
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This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8¼ x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

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SHIPMENTS and
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is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼ x 16¼ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

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GRAIN DEALERS JOURNAL

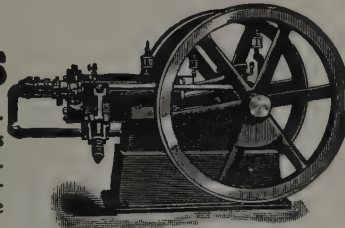
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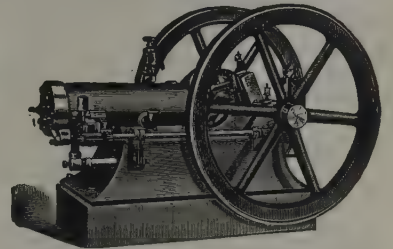
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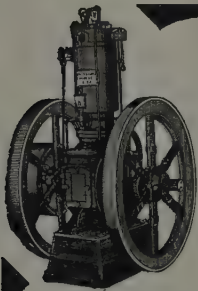
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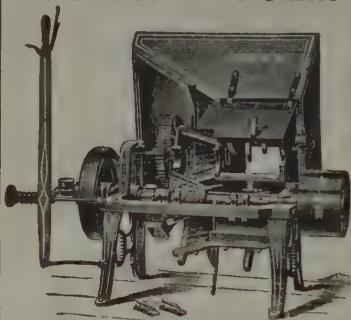
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Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind *Kaffir* Corn in the Head. *Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.*

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Lightest Running
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They are Built for Business.

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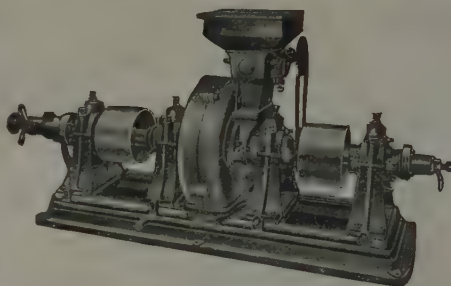
at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

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Let us prove it to you by sending you one on trial. **WRITE US**

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Single, Double and Special Stirrups



For Wood, Steel or Concrete Work.

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of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

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With Sieve Cleaning Device

It Works Underneath the Sieves

The Sieve Cleaning Device on Barnard's Perfected Separator works underneath the sieves. Thus it lifts the trash out of the holes and causes it to tail over instead of assisting it to pass through with the grain. This results in keeping the sieves perfectly clean at all times and insures positive and uniform work.

Consequently the separator is entirely automatic and requires almost no attention.

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We also make

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Barnard's Two and Three Pair High Feed Mills, and a complete line of Flour Mill and Elevator Machines and Supplies.

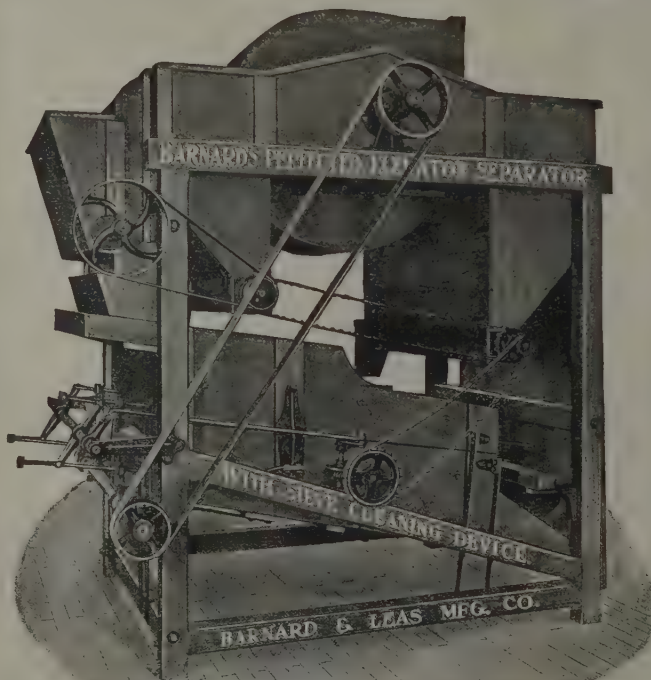
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All Kinds of Machinery Furnished
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Designer and Builder of
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Satisfaction Guaranteed

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Especially Designed for Economy
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Want an Elevator?

Then consult the "Elevators
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CONCRETE ELEVATORS

LAST FOR ALL TIME

NO INSURANCE
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Costs but little more than a first-class
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Estimates furnished on application

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shape to give you good price
on anything in the line of
Elevators or Mill Work,
hope to be in shape to serve
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Elevator Contractors and
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Correspondence Invited

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Scale and Elevator Repairing a Specialty.

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A Fire Proof Grain Store House

will repay its cost in reduced cost of
insurance in a few years. Write
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BUFFALO GRAIN TESTERS

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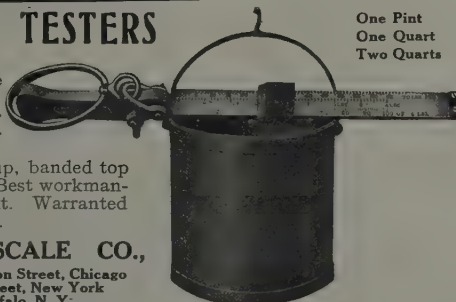
- 1st—The number of pounds a sample
will weigh to the bushel.
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Heavy brass cup, banded top
and bottom. Best workman-
ship throughout. Warranted
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One Pint
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Better have
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build your Elevators than **WISH** you had.

Write for copy of our latest
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Offices: 303-304 Adams Block
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We are pioneers in this line and are
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experience has demonstrated the neces-
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steel storage a success—we do it.

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IF YOU WANT A
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BUILD IT FOR YOU

**SQUARE BIN
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We also have facilities for build-
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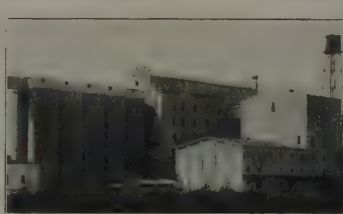
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General Contractors and Builders of
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TERMINAL AND COUNTRY
IN ANY STYLE OR CAPACITY



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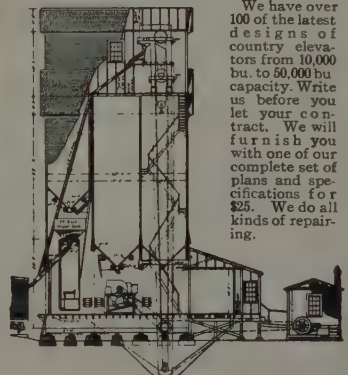
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We Design and Fabricate the Complete Plant—Erect the Steel—Install the Machinery. Write for our New Booklet Q.

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Fire Proof Grain Elevator

HIGHEST TYPE

LATEST DESIGN

Recently completed for the Peavey
Duluth Terminal Co., Duluth, Minn.

The Barnett & Record Co.

General Contractors

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Five Dollars Each

is the regular price of the following car movers.

Our Price \$3.75

Each is claimed to be the best	<div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;">EASY</div> <div style="display: inline-block; vertical-align: middle;">ATLAS</div> <div style="display: inline-block; vertical-align: middle;">SAMSON</div> <div style="display: inline-block; vertical-align: middle;">SPECIAL</div> <div style="display: inline-block; vertical-align: middle;">SHELDON</div> <div style="display: inline-block; vertical-align: middle;">CHAMPION</div> </div> </div>	We don't care which you order
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for \$3.75 can buy them from us at any price!

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The NORTHWAY FEED MILL

Is the mill for the man who wants *best results at least expense*. A thorough test will always prove the "Northway" top-notch among Feed Mills

We're the people for Elevator Machinery

Carrying everything worth having in this line and having a universal reputation for dependable **QUALITY** and lower-than-most prices

No One Can Beat Us

On Roll Corrugating and grinding because we do it as nearly perfect as human skill ever attains. Let us hear from you.

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Formerly Strong & Northway Mfg. Co.
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MINNEAPOLIS : MINNESOTA



The Sandmeyer Loading Spout

Loads cars to the roof without shoveling

Repairs furnished

The Dickson Co.,

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We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

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For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line

COMPLETE EQUIPPERS OF GRAIN ELEVATORS

Your Order

for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

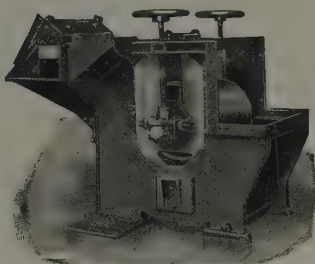
Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

Midland Machinery Co.,
Minneapolis, Minn.

The whole secret of Elevator economy is to INCREASE the output and DECREASE the cost.

The time consumed is the vital thing.



The device that handles the most grain in a day or week, is the most economical.

The Hall Non-Chokable Boot

meets this requirement.

It does more work-a-day, does it better, the belts and cups last longer, therefore it is the cheapest in the end to buy.

Send for Catalogue "E"

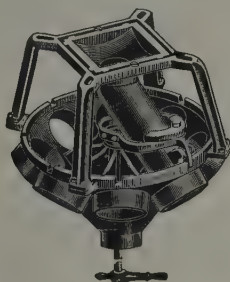
HALL DISTRIBUTOR CO.

222 First Nat'l Bank Bldg. - OMAHA, NEB.

THE BUSY SEASON

of elevator building and repairing is now here, and REPAIRS are big items in maintenance of machinery, and shrewd purchasers estimate and calculate them closely.

ECONOMY OF SPACE is an important feature as well.



If you want a SIMPLE, ECONOMICAL, EFFICIENT and DURABLE Grain Distributor, investigate the merits of the improved HALL SIGNALING NON-MIXING device. It accomplishes ends none others reach, as a thousand users will testify.

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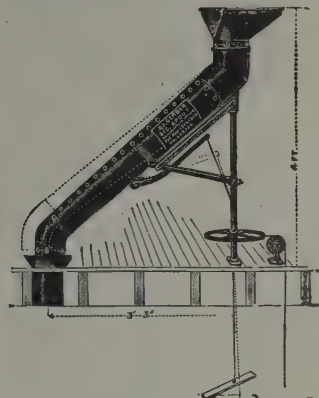
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Good Spouts

Reasonable Prices

That is what you get when you buy the GERBER IMPROVED No. 2 DISTRIBUTING SPOUT. Can be operated from working floor.



Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

J. J. GERBER

MINNEAPOLIS

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.
COSTS 15 CENTS PER LINE.

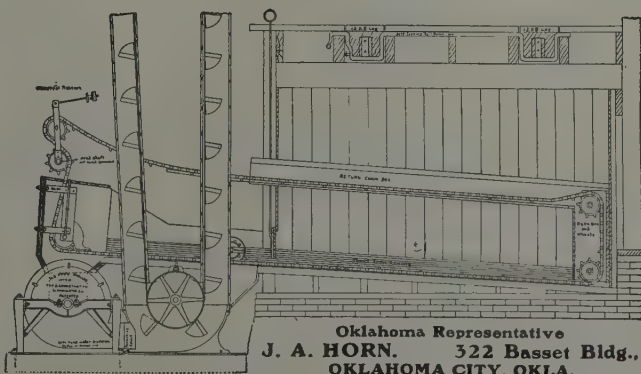
Link Belt Supply Co.

Machinists, Boiler Makers

Conveying and Elevating Machinery.

WE MAKE A SPECIALTY OF ROPE DRIVES

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Oklahoma Representative
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OKLAHOMA CITY, OKLA.

STUDY THIS CUT

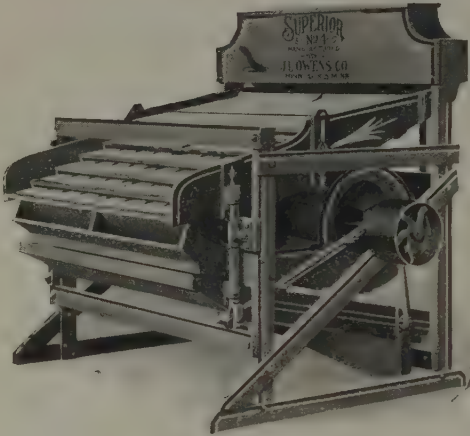
and see how such an outfit would save you space, time and money.

Self-Locking Rail Dump, Pat. Chain Drag and Feeder from large sink under low drive-way to V. S. Corn Sheller and stand of elevators, in front of which is Kick-off, Fig. 8, making it possible to elevate ear corn also.

THE BEST IS THE CHEAPEST

Write before buying elsewhere

B.S. CONSTANT CO., Bloomington, Ill.



The No. 4 without Suction
Wild or Tame Oats from Wheat
Clean
Wheat, Oats, Barley, Rye, Flax, Etc.

A No. 4 Superior Will Do It

Have you sent for our complete catalogue telling all about our line of **CLEANERS**? If not, you don't know what a complete line of machines we are manufacturing for **every purpose**. Write for it today. Our line will please you and our prices cannot fail to please you.

Address,

J. L. OWENS CO.

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STATE DEMURRAGE RULES

Compiled by **JOHN B. DAISH**
President American Shippers' Association

¶ Is a compilation of rules relating to demurrage, so-called reciprocal demurrage or delayage, which have been enacted by the legislatures of the several states or promulgated by commissions organized under state authority.

¶ It contains a digest in tabulated form of the demurrage rules, a copy of the South Carolina form for ordering cars, and a list of the states in which adequate car facilities must be supplied.

Price \$1.00

GRAIN DEALERS JOURNAL

255 La Salle Street :: CHICAGO, ILL.

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is a certain machine better than some other machine?

THAT is what you want to know, isn't it?

THAT is what our new descriptive circular tells.

It explains our Rotating Corn Cleaner in every detail.

Send for it, read it carefully and you will buy a **BEALL** cleaner if you buy any at all.

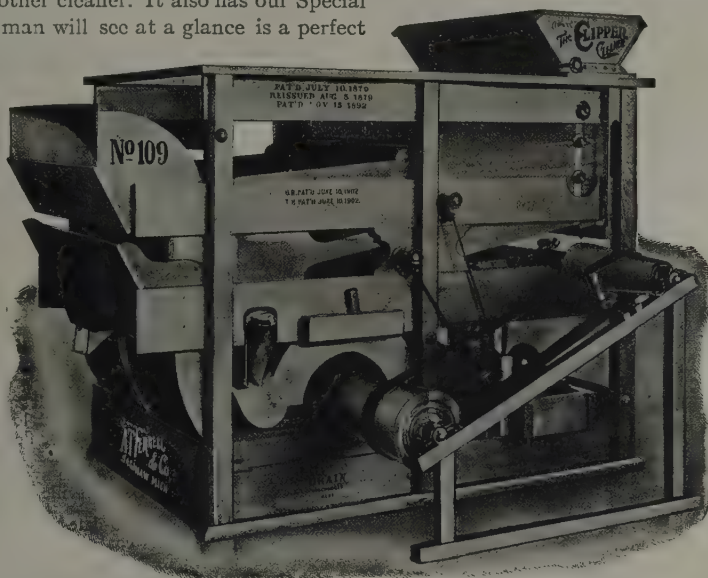
Send **NOW**.

The Beall Improvements Co.
Decatur, Illinois

THE No. 109 CLIPPER SEED AND GRAIN CLEANER

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



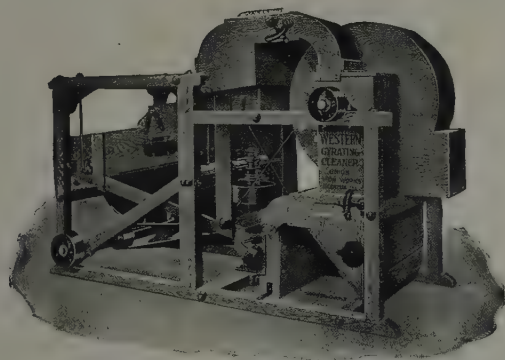
A. T. FERRELL & CO., Saginaw, W. S., Mich.

“Western” Warehouse Shellers and Cleaners

Manufactured Exclusively by

Union Iron Works

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The “Western” Gyration Cleaner cleans all kinds of Grain Double screens. Perfect separation. Perfect cleaning. TRIPLE motion. Perfect balances. Durable. Compact.



We Make a Specialty of

Elevator Machinery

of all kinds including Elevator Heads and Boots, Cast Iron Boots, Ball-Bearing Turn Heads, Pulleys, Sprocket Wheels, Shafting Boxes, Collars, etc. We also manufacture the “Western” Friction Clutch. It has no equal.

WRITE FOR CATALOG AND PRICES

COMPLETE STOCK CARRIED IN KANSAS CITY, MISSOURI, 1221-1223 UNION AVENUE

ELEVATORS FOR SALE.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

MODERN ELEVATOR and residence for sale. Would consider land in Kansas or Nebraska. Box 135, Smith Center, Kan.

FOR SALE.—25,000 bu. elevator in Adams, Walsh Co., N. Dak. Nearly new. Good territory. Address F. E. West, Adams, N. D.

GOOD ELEVATOR and coal business for sale, doing good business. Reason for selling to dissolve partnership. Address Box 301, Prescott, Iowa.

TWO ELEVATORS for sale or trade, scales, engines, etc. Good location and prospects good for a big grain crop. I. C. Bell, Mt. Hamill, Lee Co., Ia.

LUMBER & GRAIN business, yard and elevator, 40,000 bus. grain, for sale. Western Iowa. Address Owner, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in good town S. E. Neb. on Rock Island. 30,000 bus. storage capacity. Address Trice, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE.—The Grand Ave. Eltr. at 21st and Grand. Large and profitable business. Full investigation desired. See or write H. Harris, 200 W. 9th St., Kansas City, Mo.

FOR SALE.—One or both of our 12,000-bu. Okla. elevators. Paid seventy-five per cent last year. Prospects fine. Address C. & M. Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE.—Good elevator and residence property in eastern Iowa, only elevator at station. Good business, favorable terms. Address Pedni, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE.—An undivided interest in a line of twenty to twenty-five elevators in the best grain and seed sections in Northern Iowa. Address Lig, Box 8, Grain Dealers Journal, Chicago, Ill.

MODERN up-to-date elevator for sale in Eastern North Dakota on the Soo Line; capacity 25,000 bus.; good business, good competition, good reason for selling. Address Lock Box 713, Sioux Falls, S. D.

ELEVATOR on Clover Leaf R. R. in Vanwert Co., Ohio, for sale. 10,000 bus. capacity. In good location. Bargain if sold soon. Must sell on account of ill health. J. A. Rexroth, Tokio, VanWert Co., O.

FOR SALE.—Two elevators on Wab. Ry., in No. Cent. Ind.; cap. 10,000 bus. each; no competition in either town; 6 miles apart; fine farming country. A bargain if taken soon. W. B. Calvert, S. Bend, Ind.

FOR SALE.—A first-class elevator in N. W. Iowa on C. & N. W. Ry. 30,000 bus. capacity. Good town, fine country. Price reasonable. If you want a good elevator, act quick. Address Box 272, Sioux Center, Ia.

FOR SALE.—Best elevator proposition in Southern Michigan. No competition. Capacity 10,000 bu. Equipped with three separators, sheller, roller mill, all the best. Coal, seeds, hay, beans. 18 H.P. Olds Engine. Write J. W. Hull, Saline, Mich.

ELEVATORS FOR SALE.

MODERN and up-to-date grain elevator for sale, situated on the North Western Ry. in South Dakota, modern and first-class, and will bear close inspection. Address Lock Box 713, Sioux Falls, S. D.

FOR SALE.—Eight elevators. Average receipts 100,000 each. All in Northwest Iowa. Good central office point. Good oat storage. Good reason for selling. Address E. E., Box 8, Grain Dealers Journal, Chicago, Ill.

40,000 BUS. elevator for sale; situation in Southern Illinois; capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE, an old established Retail, Grain, Feed and Coal business in Chicago. Making money but owner has other interests and cannot give it the necessary attention. Address J. J., Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE.—Combination wheat and corn elevator. Fine country. Best location. North Texas. Also 50 bbl. flouring mill with meal and feed rolls. The mill has to be moved. Complete system. Snap. Address Box 8, Collinsville, Tex.

A FIRST-CLASS—up-to-date 30,000 bu. elevator, hay, flour and coal house doing a good business in western Ill. in county seat 3,000 population, for sale or exchange for a good farm. Reason for selling on application. Address I. L. L., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATOR IN CANADA FOR SALE. At good point on Canadian Pacific R. R. Capacity 30,000 bus. Cribbed. Brick engine house. 15 HP. Otto Engine. A good money maker in the best district of the Canadian Northwest. Address P. O. Box No. 5, Winnipeg, Man.

FOR SALE.—Two elevators eight miles apart in best corn and oat section in southwestern Iowa, doing good grain and coal business. Right price, for cash or good unincumbered land if deal is made at once. Address T. B. Box 7, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR in northwestern Indiana for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales; will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

ANYONE wanting to purchase a high-grade Ohio plant that handles grain, implements, vehicles, flour, feed and coal, doing plenty of business, all buildings practically new, best country plant in Ohio or any other state, town of 1,500; write us. Would be willing to take Ohio or Indiana farm land in the trade. Address Fum Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE

We offer our Elevator property, at LuVerne and Badger, Iowa, located on the Minneapolis & St. Louis Railroad, and invite inquiries and offers. Reasons for selling will be satisfactory to buyer. The property and business is worthy of close investigation. Address

Peavey Elevator Company

MINNEAPOLIS

::

MINN.

ELEVATORS FOR SALE.

FOR SALE.—6,000 bu. elevator, equipped with 21 h. p. Otto engine, No. 2 western sheller, also rotary cleaner and Universal grinder, hopper and wagon scales. Located on L., K. & W. R. R. with a splendid territory, easy competition. Address Neill & Beyer, Arrington, Kan.

A 45,000 BU. ELEVATOR and warehouse in Central Iowa on C. & N. W. R. R. One of the best corn and oat stations. Station handles 300 to 400 cars annually. This plant has handled 170,000 bu. crop 1906. Grass seeds and coal also handled. Prices right. Box 375, Nora Springs, Ia.

FOR SALE—My elevator property with grain, feed, seed and coal business at this place. Business first class and full particulars given on request. Good reason for selling. No trades considered. Do not write unless you want a good business for cash. A. W. Augspurger, New Sharon, Iowa.

ELEVATOR and feed mill in small Wisconsin village in good farm and dairy country. Buildings and machinery in first class condition. Modern and up-to-date in every respect. Doing good business in custom grinding. Good opening for someone. Address W. W., Box 8, Grain Dealers Journal, Chicago, Ill.

OUR ELEVATOR located at Irwin, Union Co., Ohio, is for sale. Plant was built last year and is first class in every respect. New office 3 rooms, also ware rooms and cribs. On Big Four R. R. No trouble to get cars. Best reasons for selling and will make price right if sold at once. Write to R. B. Gordin, South Solon, Ohio.

ELEVATOR FOR SALE 100,000 bus. capacity. Doing an actual business of 500,000 bus. Located in best grain district of Western Ind. on the Chicago & E. Ill. R. R., about 100 miles from Chicago. The plant has first-class equipment and is in perfect order. Write for full description and particulars to Ind. Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—In good town in Northwestern Iowa, population 800, 75,000 bu. capacity elevator, well equipped, including oat storage annexes; 7,000 bu. corn cribs; storage 300 tons coal. Handles 135 to 175,000 bu. annually, mostly oats and ear corn, sells 700 tons coal. Buildings in first class repair. One other elevator in town, handles about same amount. \$7,700 takes this plant if taken now. Address John, Box 7, Grain Dealers Journal, Chicago, Ill.

SPECIAL ELEVATOR BARGAINS IN INDIANA.

One 10,000 good house, ships 150,000 corn and oats, \$4,500.

One 20,000 fair house, new machinery, ships 160,000 grain, \$5,000. 800 town on tract.

One 25,000 fair house, 2 roads, ships 150,000. \$10,000.

One 30,000 house, good, ships 125,000, and residence, \$8,000.

One new house, ships 150,000 for \$8,000.

One 11,000 house, good, ships 200,000 corn and oats, \$7,000.

One 36,000 good house, ships over 100,000. County seat. Good retail. \$5,000. Conditions first class at each.

John A. Rice, Frankfort, Ind.

ELEVATORS FOR SALE.

WE HAVE three good grain points for sale on the Wabash. The main office is located in a city having all modern conveniences and that will handle 500,000 bu. of grain. They are all good elevators in first class condition. Two of these plants can be sold together. The conditions in this territory are first class. Price, \$17,000, half cash and balance bankable notes. This is a proposition worthy of your favorable consideration. Sickness is the only reason for disposing of these properties. U. S. Brokerage Co., Decatur, Ill.

ELEVATORS WANTED.

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

GOOD GRAIN ELEVATOR and stock business wanted for cash. What have you to offer? Give particulars in 1st letter. O. L. Graves, Bunker Hill, Ind.

WANTED—To lease 3 or 4 good country elevators. Prefer houses shipping 200 cars or more yearly. Address Cedar, Box 5, Grain Dealers Journal, Chicago.

ELEVATOR WANTED in central Indiana. Must be in good condition and show plenty of business. Give full information in first letter. Address A. B. Cohee & Co., Frankfort, Ind.

WANTED.—To buy or lease several good grain elevators located in the central part of Kansas in the wheat belt. Address Central Kansas, Box 7, Grain Dealers Journal, Chicago, Ill.

WILL LEASE—Cash in advance, one or two good elevators, doing good business and buy within a year. Corn and oats country preferred. Address C. O., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED for cash. We have a number of cash buyers for elevators in northwestern Iowa, southwestern Minn., and the Dakotas. Write at once giving description and price if you want to sell. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATORS WANTED in Nebr. or Western Iowa; 4 or 5 good stations, at points where 150,000 to 200,000 bu. per year is handled. Will exchange or sell 700 acres fine land in central Nebr. worth \$30 per acre, or \$21,000. References, K, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR RENT.

FOR RENT—Only Indianapolis elevator on Penn. Railroad. Also one fifteen miles East. Both command good trade. Willard Hubbard, Delaware St., Indianapolis, Ind.

GOOD LOCATIONS

for elevators and other industries on the line of The Belt Ry. of Chicago. Low switching rates and good car supply. For further information address B. THOMAS, Pres., Room 11, Dearborn Station, Chicago, Ill.

SITUATIONS WANTED.

SITUATION wanted as manager of grain eltr. lbr. yard or either. Experienced. Good references. Address C. A. Trueblood, Superior, Neb

YOUNG MAN wants position as grain buyer and manager of good elevator. Experienced. Address M. T., Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of country elevator or bookkeeper for grain firm. Four years' experience. Best references. Address Lock Box 481, Hastings, Minn.

SITUATION wanted as grain buyer or mgr. of eltr. 6 yrs. exper. Reliable. Ref. Have run gasoline engine. American and Scandinavian spoken. Address S. C. Box 7, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN, experienced in grain business, wants position as manager of country station. Would consider second man's place. Desires to locate in west, preferably in Nebraska. Address H. A. Dever, Exeter, Neb.

WANTED—A position as bookkeeper or assistant buyer in grain office. Well acquainted with the track business. Have position with reliable firm, but desire change. References given. Address R., Box 8, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Man who is capable of taking charge of sales in elevator cleaner department of large manufacturing concern. Give age, past experience and salary expected. Address Nim, Box 6, Grain Dealers Journal, Chicago, Ill.

A GOOD JOB awaits you if you will only let those seeking help know of your ability to serve them. The quickest and cheapest way to get an audience with those wanting competent help is to advertise in the "SITUATIONS WANTED" column of the Journal.

WANTED—Good, steady, temperate young man (not an expert) to work under instructions around steam plant and in grain elevator. Steady position at once for the right man. Plant located in Central Ohio. Address Ohio, Box 8, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

Do You Want A Better Job?

GRAIN DEALERS JOURNAL:—Please stop my ad in the Grain Dealers Journal as I have secured a good position through its columns. C. T. Shumate, Menville, Ia.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h.p.
Temple Pump Co., 15th Place, Chicago.

FOR SALE.—One 2 H. P. gasoline engine good as new, cheap if sold soon.
W. E. Riley, Montpelier, O.

GASOLINE ENGINE 25-30-H.P.,
easily changed to use gas or alcohol.
Budd Brothers, Glens Falls, N. Y.

FOR SALE.—12 HP. gas or gasoline engine. Good condition. \$175. J. W. Huxford, 51 Prospect St., Torrington, Conn.

FOR SALE CHEAP. One 18 HP. gasoline Foos engine. Guaranteed to be in good repair. Good reasons furnished for selling. Also shafting and pulleys.
J. A. Mouch, Mooreland, Ind.

FOR SALE, new 2½ H. P. Webster gasoline engine, \$80.00; new 2 H. P. National gasoline engine, \$70.00; second hand 3 H. P. Norman gasoline engine, \$50.00. H. Pittinger, 40 Dearborn St., Chicago.

2ND HAND ENGINES for sale.
18x36 in. Buckeye; tandem compound Atlas, side valve, 13 in. and 18x24 in., 10 in. and 14x20 in. For full particulars, address American Hominy Co., Purchasing Dept., Indianapolis, Ind.

GASOLINE ENGINES.—We have discontinued building small engines, but still have a few of the 2, 7, and 12-H.P. sizes of our celebrated Oil Cooled Engines which we will close out cheap for cash. Hart-Parr Co., Charles City, Iowa.

FOR SALE.—6 H. P. gasoline engine, made at Auburn, Ind., used but five months, good as new. Also 6 H. P. Brown gasoline engine, made by Brown & Cochran, Lorain, Ohio, good as new, used less than four months. Address Ideal Concrete Machinery Company, South Bend, Ind.

ENGINES FOR SALE.

- 5 H.P. Foos gasoline engine.....\$125.00
 - 6 H.P. Foos gasoline engine..... 150.00
 - 9 H.P. Foos gasoline engine..... 225.00
 - 5 H.P. Webster gasoline engine..... 125.00
 - 4 H.P. Waterloo gasoline engine. 75.00
 - 4 H.P. Lambert gasoline engine.. 75.00
 - 15 H.P. Fairbanks gasoline engine 300.00
 - 20 H.P. Fairbanks gasoline engine 375.00
 - 12 H.P. Waterloo gasoline engine. 250.00
- Allen P. Ely & Co., Omaha, Neb.

GAS ENGINES FOR SALE.

- 28-H.P. Fairbanks Morse.
- 40-H.P. Lambert.
- 35-H.P. Foos.
- 16-H.P. Fairbanks Morse.
- 12-H.P. Fairbanks Morse.
- 8-H.P. Fairbanks Morse.
- 7-H.P. Webster.
- 5-H.P. Webster.
- 18-H.P. Olds.

Also 50 engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

MISCELLANEOUS WANTED.

WANTED Corn sheller and cleaner combined, 2 pair hopper scales of 3 or 4 ton capacity and 2 carloaders. Must be in good condition and cheap. T. M. Latham & Son, Hayden, Ohio.

MISCELLANEOUS FOR SALE**GRAIN TESTERS.**

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices.
A. S. Garman & Sons, Akron, O.

FOR SALE.

- 1, 125-H.P. left hand automatic Atlas engine, heavy duty,
- 2, 80-H.P. Return tubular boilers, full flushed front,
- 1, 200-H.P. Cochran Heater,
- 3, Gardner Duplex pumps,
- 1, 60"x17" ¼" steel tank, with all necessary piping, cut and threaded, to connect boiler and engine 20" centers. Address Capital Grain & Elevator Co., Oklahoma City, Okla.

A Partial List

B. F. Gump Co.'s monthly.

Second hand bargains.

Send us your address for our monthly Bargain List.

Catalog No. 64 will give you a better idea. It's mailed free to any one addressing Department G.

The following machines are in store for immediate delivery. All thoroly rebuilt and made practically as good as new. Guaranteed to be as represented.

Roller Feed Mills: No. 2 Wilford; 6x20, 2 pair high Hutchinsons; 1 9x24 Wolf 3 pair high.

Disc Feed Grinders: Attrition Feed Mills 24; 24 in. Unique; 24 in. Cogswells, modern style: 24 in. Robinson. All of these are nearly new.

Corn Crushers: Richmond, Triumph, Sullivan and others.

Corn Shellers & Cleaners—Several.
Grain Cleaning Machinery—Eureka, Invincible and others.

Sundries: Conveyors of various sizes. Pulleys, shafting, hangers, couplings, collars, belting, manila transmission rope.

B. F. Gump Co., 51 & 53 S. Canal St., Chicago, Ill.

ENGINES AND BOILERS.

ENTIRE EQUIPMENT, engine, boiler, etc., good as new, has been replaced by gasoline engine and will be sold at a bargain. S. Jacobson, Young America, Ind.

FOR SALE.—1 Brownell Steam Engine, Gardner governor, price \$250 f. o. b., 2 stands elevator wooden boot and head, 9 in. bucket and belting, price \$25 f. o. b. Address J. C. Hadley, Windfall, Ind.

FOR SALE an Atlas Automatic 65-H.P. steam engine; one 75-H.P. Boiler and 40 ft. new stack; one No. 2 Dean Hot Water Boiler feed and all connections for \$400. All in first class shape. J. M. Hornung, Greensburg, Ind.

Engines, Boilers, etc.

12x36 Corliss engines, also many larger sizes.

14x14 and 13x12 Ideal automatic engines, and larger and smaller engines of this class.

8x9 Throttling Governor engine; other sizes up to 26" cylinder.

Boilers 54x14, 60x16, 66x18, 72x18; also water tube and firebox boilers.

Hugh W. Dyar,

204 Dearborn st. Chicago, Ill.

MACHINES WANTED.

SECOND HAND cleaner wanted. Prefer a Clipper; also feed grinder in good shape. F. Ahlgrim, Schneider, Ind.

MACHINES FOR SALE.

FOR SALE.—One No. 4 Eureka wheat separator good as new. Address P. O. Box 175, Jamestown, Ind.

FOR SALE cheap, 2nd-hand Marseilles Shellers, in good working condition. Evans Elevator Co., Decatur, Ill.

FOR SALE.—One No. 7 Clipper Cleaner with full set seed screens, good as new. W. E. Riley, Montpelier, O.

FOR SALE.—One size 1 Barnard & Leas corn cleaner good as new. For information apply to Chas. Henn, Borton, Ill.

FOR SALE.—One No. 179 Eureka Receiving Separator complete with oat, barley and two sets of wheat screens. In first-class condition. Price on application to Montana Elevator Co., Moore, Mont.

FOR SALE.—One A. T. Ferrell & Co. No. 89 Clipper Grain Cleaner (without rolls). This machine has been used but 4 days and is equipped for cleaning navy beans. Will have whatever screens added that will be required. Address The Jersey Packing Co., Cincinnati, O.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

FOR SALE.—Two 22-ft. Fairbanks 6-ton wagon scales as good as new. Coen & Brady, Rensselaer, Ind.

FAIRBANKS SCALES.—2, 1,000 lb. genuine Fairbank scales, slightly used. Will sell cheap. Morley Bros., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

FOR SALE Dynamos and Motors new and second hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

MISCELLANEOUS.

USE Merkels grain envelopes, the latest, best and cheapest. John B. Merkels, 296 Webster Ave., Chicago.

WANTED.—The address of Carroll Eltr. Co., Chicago. Address M. R. Corp. Box 8, Grain Dealers Journal, Chicago.

WILLIAMS TYPEWRITER in good condition for sale, just the machine for the grain dealer to use in carrying on his business correspondence. Address Williams, Box 5, Grain Dealers Journal, Chicago, Ill.

NO MORE LEAKS.—Maire's Indestructible Roof Preserver absolutely prevents decay, preserves the roof and makes it good as new. Stops rust. Best for all surfaces. Write for full particulars. Maire Paint Co., Minneapolis, Minn.

SEEDS FOR SALE.

MILLET, CANE SEED, Kaffir Corn, Alfalfa and all kinds of Grass Seeds for sale. Address J. G. Peppard, Kansas City, Missouri.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

MILLET—If interested in high grade German Millet seed, write us for samples and delivered prices in carlots. Missouri Seed Co., Kansas City, Mo.

PURE BRED SEED CORN limited quantity of very choice improved Leaming. Prospective buyers will find it to their advantage to write at once to J. H. Coolidge, Galesburg, Ill.

SEED CORN, ear or shelled, at farmers' prices. Johnson County White and Reid's Yellow Dent. Car lots. Always gives satisfaction. Write today for prices. Wm. S. Hedden, Taylorville, Ill.

MEDIUM CLOVER—We have it! Our prices are right. Ask for samples Grown in Northern Indiana only. Also Mammoth and Alsike. Get our prices before you buy. Don't forget it! O. Gandy & Co., South Whitley, Indiana.

REDTOP-TIMOTHY.

A postal will bring samples, prices, etc. We are largest cleaners, and handlers of seeds in Southern Ill. All seeds bought direct from farmers and offered you in car lots or less.

SCHULTZ SEED CO., Olney, Ill.

HAY WANTED.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Car Load Dealers, Baltimore, Md.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

FERRETS FOR SALE.

FERRETS, fine working stock, prices low. C. & L. Phelps, Dept. Y, Nova, O.

-SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WILD MUSTARD SEED wanted. Send samples and we will make offer. The National Spice Co., 123 Maiden Lane, New York City.

MAMMOTH CLOVER, Timothy, Cane Seed, German, Siberian, Early Fortune and Broom Corn Millets. Send samples to J. G. Peppard, Kansas City, Mo.

SEEDS WANTED: clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

GRAIN WANTED.

J. L. Roach, Grain & Mill Broker, Memphis, Tenn., wants your account.

WANTED—Oats, corn, hay and husks. Send samples and quotations. C. R. Baird Co., Chattanooga, Tenn.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

CORN & OATS wanted. We are at all times in the market for No. 2 White and Yellow, and No. 2 Mixed corn and No. 3 or better White oats. Hamiter-Busbey Mill & Elevator Co., Shreveport, La.

MEAL FOR SALE.

STANDARD COB MEAL for sale by H. K. Holman Co., Fayetteville, Tenn.

POPCORN WANTED.

POPCORN Wanted—Correspond with us, Bradshaw Co., New York, N. Y.

GRAIN FOR SALE.

KAFFIR CORN and chicken feed wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

MILLS FOR SALE.

FOR SALE—Best 125 bbl. mill in Nebraska. Cheap fuel, good trade, chance to handle lots of corn and grain. Low price and good terms given. W. D. Cook, Bennet, Neb.

FLOUR AND FEED MILL with 40 h. water-power and about 50 a. of land, in a Wis. town. Fine opportunity. For particulars write E. M. Anderson, Minneapolis, Minn.

FOR SALE—A 60-bbl. mill located in southern Ohio; excellent location; fine wheat location. For full particulars and description, address Bargain, Box 12, Grain Dealers Journal, Chicago, Ill.

WILL EXCHANGE our 400 bbl. mill located in central Minnesota, in a town of 15,000 population, connected by three railroads, for a line of country elevators or will sell for cash. We have a good established trade and the mill is running regularly. Address Still Box 7, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

JOHN A. RICE Elevator and Mills Broker, Frankfort, Ind. Prompt and reliable service. Commissions only.

ARMSBY CIFER CODE WANTED. Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings' New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

ALL TROUBLES of dealers who send grain or seed samples by mail are overcome by The Merkle Grain Envelope. Sample free. Address John B. Merkle, P. O. Clerk, Chicago, Ill.

INFORMATION wanted regarding the Produce & Grain Co., of Wheeling, W. Va., formerly managed by H. H. Daum. Address F. F. Hine, Box 8, Grain Dealers Journal, Chicago, Ill.

THE OHIO SEED COMPANY

TOLEDO, OHIO

Clover, Timothy and all kinds of Field Seeds

Ask for or send samples and we will quote prices.

Correspondence and Consignments Solicited. SPOT AND FUTURES.

YOU KNOW

you want to do business with the grain shippers. Tell them so. The Grain Dealers Journal reaches them

THE ALBERT DICKINSON CO.

Clevers
Timothy
Flaxseed
Bromus Inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

A ONE-SIDED STORY

There are bags containing all kinds of grain
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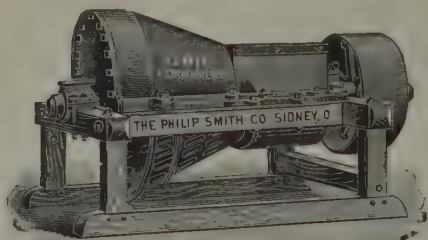
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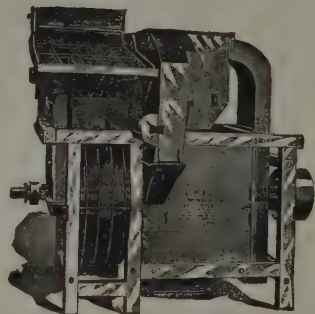


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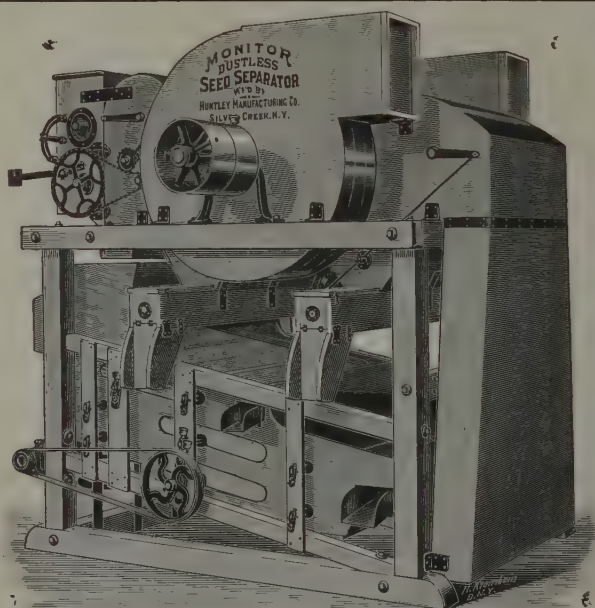
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on subjects of interest to those engaged in
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CHICAGO, ILL., APRIL 25, 1907.

TELEGRAF tolls have been advanced because the companies want the money and if the public meekly submits to this increase, the real extortion will cum later.

COUNTRY BUYERS who accept corn containing rotten ears, shucks, stalks and other rubbish deserve to lose money on the purchase, as they are sure to do in nearly every case.

SEED specials are being run in Michigan as well as in Ohio, so that large crops of grain of superior quality may be expected in the near future in these states. Can the farmers of all other states be interested thru the mails?

A PERFECT grain car door wud materially reduce the time required to get a car open, which is necessary before the grain can be removed and the car released as carriers desire. The delivery of empties clean and well coopered wud also facilitate their loading and increase their earning capacity. Carriers please take notice.

FEED DEALERS must read carefully, be vigilant lest they become innocent violators of some of the many new feed laws. Old Boss may not object to rice hulls and ground cobs but the legislators hold that the deception is fraudulent. No doubt every dealer will be permitted to sell either so long as he sells the feed for exactly what he delivers.

A SCHALLER, Iowa, grain elevator is the latest to prove its inability to sustain its full measure of grain and dropped its load onto the railroad tracks. Next!

IRON spouting seems to be gaining in popularity as many country elevator men are seeking to reduce the fire hazard of their plants by its use thruout as well as for loading spouts as heretofore. They will not help to spread fire as do wooden spouts.

BOSTON merchants are working to secure the enactment of a Reciprocal Demurrage Law. Inasmuch as most of the New England lines allow ninety-six hours for unloading cars before demurrage charges accrue, in the interest of other sections of the country the law should be enacted and enforced. Forty-eight hours for loading and unloading is ample.

THE friends of fair dealing will be pleased to learn that Geo. W. Wood, formerly head of the Edwards-Wood Co.'s string of bucket shops thruout the Northwest, has met with considerable discouragement in Winnipeg, where his shop has been raided several times and all paraphernalia removed. Our Canadian brothers have no more regard for the bucket shop shark than have the guardians of the peace on this side of the line.

PAYING a buyer of grain in a terminal market having a public weighing and inspection department for his weighing and grading of grain he purchases is a contribution to graft. Shippers to Leo McDaniel or to the Illinois Hay & Grain Co., Cairo, Ill., will be pleased to learn that C. J. Cassle, who signs the "inspection certificates" for this firm and charges shippers 50 cts. per car for doing so, is not in the employ of the Cairo Board of Trade, but of Mr. McDaniel, who does business under either firm name with apparent indifference, altho not licensed by the state to do business under the style Illinois Hay & Grain Co.

AMONG other griefs nursed by railroads just now are several suits for damages to elevators and flour mills from fire started by sparks emitted by passing locomotives. Spark arresters are much cheaper than law suits, but railroad managers do not think of this until too late. When elevator men cease building on railroad right of way their claims for such damages will be paid without delay. Ground is so cheap at most country points few dealers can afford to build on right of way. Having elevator on their own ground makes the elevator men far more independent and relieves them of the expense of moving house when railroad desires to move or build new track. Neither do they have to consult the railroad when they wish to sell or lease elevator if it is on their own ground.

FRICTION in elevator head was responsible for two North Dakota fires this month. Evidently the elevators of that state are now getting cars and in their haste to load them, the operators had neglected to dig up the oil can they were using last fall before the blockade occurred.

TIPPING for cars seems very likely to receive the enthusiastic disapproval of the Illinois Legislature, which is pushing a bill rapidly toward the Statute book. Nebraska, Iowa and Indiana already have excellent laws forbidding this pernicious practice, so that shippers are not likely to be bled by train men much longer.

MISSOURI seems very likely to lose its two excellent weighing departments at Kansas City and St. Louis, as the politicians now claim the legal right to take over the weighing of grain in that state on June 16. However, the grain trade will not be saddled with this imposition if its legal advisers can find a way to escape the burden.

DUMPS must be kept in prime working condition and operated with care lest the horses get their legs broken and the elevator man gets a suit for damages. A good dump is a very profitable investment in that it saves time of help and machinery, increases the receiving capacity of elevator and obviates much irksome shoveling, but some of the cheap traps passed off as dumps are neither economical or safe.

ONCE again the shipping public is promised a uniform B/L, which shall protect the rights of the shipper, the carrier and the bank; that is, the Committee which has been working for so long a time has promised to meet again this month. The railroads have procrastinated and opposed clearness and fairness in B/L so long that it now seems very hard for them to give in to the inevitable.

GRAIN dealers of Missouri and especially of Kansas City have experienced so much trouble in obtaining the switching of grain laden cars to connecting lines that the State Railroad Commission has issued an order enforcing an interchange of loaded cars destined or ordered to another line. It has also ordered that such cars be unloaded promptly and be returned direct to the owner. The railroad companies in many markets have been indulging in an unreasonable amount of boys' play about permitting cars to go off their tracks. All recognize the greed of the car thief and none has a word in his defense. Railroads can facilitate the release of their cars and promote the business interests of their patrons by permitting cars to go to grain elevators on lines of connecting carriers. If the carriers will not place an end to the abuse, then they must expect shipper's self-interest to prompt the demand of just such rules as have been issued by the Mis-

INDEFINITE ORDERS CAUSE
HEAVY LOSSES.

Indefinite and incomplete orders in cash and option transactions are responsible for many losses, disputes and differences which easily could have been avoided. The careless use of English and the ambiguity of letters and telegrams have been exposed so frequently in these columns and in arbitration decisions widely circulated that it is time grain dealers were exercising more care in writing orders. All must recognize the danger of such rank carelessness, yet we know some indulge in just such wandering as the following for it is taken verbatim from a letter recently received by a Chicago commission firm:

"I believe May wheat is a purchase anywhere between 75½c and 76½c, after a close anywhere at or about the low of the day, or within ¾c of the low of the day. Therefore, if on Monday or Tuesday the close is at or about or within ¾c of the low of the day and anywhere between 75½c and 76½c, you may buy 5,000 May wheat following the opening price and hedge against any break over ¾c by selling 5,000 July at ¾c from where you bought the May."

IMPROVED SHIPPING FACILITIES.

Shippers in different sections of the country continue to complain of their inability to obtain cars for shipment of freight. No doubt the grain dealers have suffered damages to the extent of many millions by reason of their inability to ship out grain when desired, as the later shipment has resulted in the East and Southeast being flooded with corn which in many cases does not net enough to pay the freight.

The enactment of state demurrage rules, the filing of complaints, and suits for damages will not have nearly so much effect upon the future car supply as will the enactment of a Federal Reciprocal Demurrage Law.

The American Railway Ass'n at its meeting in this city yesterday actually decided to raise the fee charged for the use of cars to one another from 25c to 50c. Frequently it has been suggested that the fee be increased to \$1 and last winter a few railroads had the courage to raise the fee to 50c.

Inasmuch as the railroads insist upon charging shippers and receivers \$1 per day for delay of cars in loading or unloading, it seems like rank discrimination for them to permit other companies to use them for half the price charged the public. It is generally admitted that the 50c fee does not compensate the car owner for its use; then surely giving the use of cars at such a low fee is an unfair and unjustifiable discrimination against shippers and receivers.

It is high time poverty stricken railroad companies were forced to buy cars to meet their own needs, or do without

and pay the penalty. If they are not willing to supply freight cars to wud-be shippers along their line, then they shud be required to recompense shippers at the rate of \$1. a day just as they expect shippers to recompense them for delay of their rolling stock.

The place to do most effective work is with members of Congress and thru them secure the enactment of a National Reciprocal Demurrage Law which wud insure the provision of ample transportation facilities to meet the needs of the country's business.

ELEVATION ALLOWANCE IN EXCESS OF COST A REBATE.

The Interstate Commerce Commission recently has rendered a decision holding that elevation allowance in excess of actual cost of performing the work and storing the grain ten days is a rebate. The point came up in the consideration of a complaint against the Union Pacific R. R., which has been granting the Omaha Elevator Co. an elevation allowance of 1¼c per hundred lbs. The Commission has ordered this reduced to ¾s of a cent a hundred after June 1, 1907.

The charge for elevation and ten days storage in many of the terminal markets is ¾s of a cent a bu., but when a large amount of business is offered, the cost wud be found to be considerably under the ¾s of a cent charged the public. If the allowance is to be granted to any it shud be granted to all operators of grain elevators who have thru their quick loading and unloading of cars contributed to the prompt release of rolling stock. In other words, every elevator man who unloads grain quickly as well as elevator men at all points loading cars quickly shud be entitled to the allowance.

The operator of an elevator at a country station is really more entitled to an elevation allowance or loading fee than the terminal elevator operator, who unloads only his own grain. The operator of the country elevator takes in grain from many owners, and carries it sometimes for months waiting for cars, in fact serves the railroad company as an agent for bulk freight free of charge and furnishes with his own capital the freight houses in which to store it and the machinery with which to load it into cars. Invariably he loads cars quickly, if they be in loading condition when furnished him.

The laws require that carriers provide depots for freight and passengers. In trunk-line territory, many railroads have provided depots for bulk grain and lease them to different operators. It is gratifying to have the Commission recognize the services of the elevator man. It shud now go farther and recognize the service all elevator men perform in unloading and loading grain into freight cars and permit carriers to pay a reasonable compensation for it.

PROPER SPACING OF ELEVATOR
CUPS.

The spacing of cups on elevator belts has received considerable attention in our columns during recent years, but so far none has determined accurately and positively the proper spacing in order to obtain the greatest capacity for a given bucket and leg. The question is fraught with so much importance to the entire trade that it wud seem as tho manufacturers or engineers wud conduct experiments to determine accurately how to obtain the maximum elevating capacity of different legs.

So much work is of the haphazard, indifferent kind that the wonder is the cost of handling grain mechanically is not much more than it is. Doubtless the cost wud be greatly reduced were any one to conduct extensive experiments with existing equipment. Small head pulleys, light belting of poor quality, and cups out of all proportion to the carrying capacity of either the belting or pulley, multiply the difficulties of the average elevator owner and bring into the lime light serious defects of construction.

Elsewhere in this number the proper spacing of cups is again brot to the attention of the trade, and we sincerely hope that if any engineer or elevator superintendent has conducted careful experiments along this line, he will give our readers the benefit of his experiments. In view of the fact that some elevators are using cups twice the size of others having like elevating capacity, it seems certain that some elevator builders needlessly waste money in attaining a given capacity.

THE MOISTURE TEST.

Most of the grain inspection departments of the country have or are installing moisture testing apparatus similar to that recommended by the Department of Agriculture, and in some of the markets large firms are installing the same apparatus for their own guidance.

The percentage of moisture in corn is an all important factor in determining quality and shipping value and it behooves every dealer to provide reliable facilities for determining accurately the amount of moisture. The apparatus is so simple and inexpensive that none need forego sufficient apparatus to determine the amount of moisture so far as all practical purposes are concerned.

The more care given to determine accurately the percentage of moisture, the more attention will the country buyers give to the care and proper preparation of their corn for delivery at terminals in prime marketable condition. Many of the losses from damp corn the past season can be traced directly to rank carelessness. Corn which was full of cobs has been placed in tight box cars and unfit to send to market at any time of the year.

Thru the use of ventilated cribs, driers and cleaners, the amount of corn spoiled in transit by reason of month after month of delay can be prevented and the ship-

pers who provide the necessary facilities for preventing these unnecessary losses are the ones who will be doing business next year and the year after at a profit, because they were prepared to do business right.

REGULATION OF GRAIN PURIFYING.

In years gone by Wisconsin and Illinois sought by statute to forbid anyone bleaching grain. Heavy fines and punishment were provided for those committing this crime. The law, of course, did not take into consideration the right of a man to do with his own as he pleased, hence some elevator operators were brave enuf to bleach their barley and oats, which they had a right to do. In fact, the Constitution wud permit them to eat their grain, burn it or soak it in vitriol if they desired, and naturally, the laws were declared unconstitutional and void. The effort is now being made to re-incorporate this old Illinois law in a Pure Food Bill. If it does become a law, it will be no more effective than the old law, because a man still has the right to do with his own what he wishes, so long as he does not interfere with the rights of his neighbors.

Minnesota has a law, or rather a bill has passed both Houses of the State Legislature and now awaits only the signature of the Governor, which its friends seem to think it will surely receive, which provides that,

"Any person who shall sell or offer for sale, or for shipment and sale, any barley or other grain, which shall have been subjected to fumigation, or other treatment by sulphur or other material, or to any other chemical process, affecting the color thereof, shall be guilty of a felony, and punished by a fine of not more than five hundred dollars (\$500) or by imprisonment in the state prison for not more than one year, or by both such fine and imprisonment, and shall also be liable to any person injured in treble damages; provided, that barley and oats may be purified by fumigation, or treatment with sulphur, under such restrictions, rules and regulations as the Railroad and Warehouse Commission shall prescribe for such purpose, and when so purified may be sold and marketed as 'purified barley' or as 'purified oats' and not otherwise."

The Minnesota Law will, no doubt, prove good. It is merely intended as a check on fraud and deception, as it clearly states "The sale of bleached grain will be permitted, but it must be sold as purified grain, not otherwise." However, shud the elevator man choose to bleach grain in any way other than that prescribed by the Warehouse Commission, it will be his privilege to do so regardless of the law, so long as he commits no infraction of the rights of his neighbors. Shud he impose upon his customers who buy his grain he wud be amenable to them for damages as at present and be liable to fine and punishment under the new criminal law quoted above.

REBATES are no longer given or at least such is supposed to be the fact, yet convictions for giving rebates on shipments are being obtained with a regularity that must prove painful to the companies being fined. The Wisconsin Central is the last to be convicted on seventeen counts for granting rebates to the Spencer Grain Co. of Minneapolis, so it may be fined from \$17,000 to \$240,000 for its discrimination. The assessment of the maximum fine in every case wud seem to be the only punishment which can be expected to place a permanent check on illegal discrimination.

PENALTY OF PATRONIZING NON-MEMBERS OF EXCHANGES.

Repeatedly have we warned our readers of the dangers courted by shipping grain to non-members of grain exchanges in organized markets. In spite of these warnings, frequently are we called upon to publish reports of losses of shippers, who saw fit to do business with non-members.

In this number are complaints of at least two non-members of exchanges, who do not seem disposed to handle shipments with fair consideration for the rights of the shipper. The Milwaukee receiver's career has been checked by the police of that city, but the other one complained of continues to solicit and to get shipments.

It is far safer to do business with a member of an exchange which has rigid rules requiring fair and upright dealing. Most of the grain exchanges have strong rules designed to protect the interests of outside patrons of the market and in nearly every case these rules are rigidly enforced to the advantage and profit of the market and its patrons.

If a receiver is not a member of the organized exchange of his market, then something must be wrong with his character or methods, which the exchange is unwilling to stand for. In several markets are men trying to do a grain receiving business whose applications for membership in the organized exchanges have been repeatedly turned down, and in every case of which we have cognizance they were rightfully refused admission. To have admitted them to membership wud have been cowardly, as their methods wud quickly bring the exchange into disrepute, injure the market and result in loss to shippers.

Shippers by refusing to do business with any but exchange members not only safeguard their dealings in that market, but they encourage the exchange and its members to use every effort to promote and foster fair dealing. The shipper's first question to the receiver who solicits his shipments shud be "Are you a member in good standing of your grain exchange?" A negative reply invariably shud result in a flat refusal to have any business relations whatever with the receiver. Exchange membership is and shud be recognized by all as a recommendation of character and methods and the assurance of the possession of proper facilities to handle the business.

SOME dealers have postponed serious consideration of the advantages of installing a grain drier until their bank accounts are so badly scorched they can neither pay for or get trusted for a drier.

NEBRASKA has a new law requiring railroads to build side tracks to elevators. In view of the large amount of freight obtained from the average country grain elevator the railroad company shud be glad of the opportunity to build a side track to the freight producer. What is needed is a law requiring carriers to build side tracks to at least two elevators at every station whether the elevators be built upon private or railroad ground. At many stations elevator men are now paying more rent for an elevator site than the interest on a sum required to buy much more land adjacent, and many of the elevator men wud much prefer to have their elevator stand on their own land and thereby escape the losses due to having their elevators set on fire or wrecked by company's locomotives, without recourse.

Amendments to Illinois Grain Inspection Law.

Three propositions are in the Illinois legislature for the amendment of the grain inspection law of 1871: First, House Bill No. 747, published in the Grain Dealers Journal Apr. 10, page 405; second, House Bill No. 848, introduced Apr. 12 by Frank R. Covey; and third, amendments to the latter agreed to by the house committee on warehouses.

Bill No. 848 takes the place of No. 747 and is the same with the following exceptions:

Sec. 1 of No. 848 provides for the amendment of Sec. 5.

Sec. 3 of No. 848 is the same as in No. 747, but the warehouse committee of the house has agreed to the addition of the words "but the action of such commissioners in granting or refusing licenses and in revoking licenses may be reviewed by the Circuit Court of the county where such elevator or warehouse is located."

Sec. 4 of No. 848 prescribes that the bond shall be not less than \$10,000, instead of the fixed sum of \$10,000.

Sec. 5 of No. 848. Any person who shall transact the business of a public warehouse of class A without first procuring a license as herein provided, or who shall continue to transact any such business after such license has been revoked (save only that he may be permitted to deliver property previously stored in such warehouse) shall, on conviction, be fined in a sum not less than one hundred dollars for each and every day such business is carried on.

Sec. 6, No. 848, will read as in 747, except that the fifth and sixth sentences have been amended by the warehouse committee to read: "No grain shall be received into any private elevator or warehouse located in cities having a population of not less than 100,000 inhabitants, until it shall have been inspected by a duly authorized inspector; and no grain shall be delivered from any such private elevator or warehouse in cars or boats for shipment until it shall have been inspected out by a duly authorized inspector. Any proprietor, lessee or manager of any warehouse or elevator who shall refuse or neglect to cause grain to be inspected as in this section provided, shall upon conviction, be fined in a sum of not less than \$100 for each and every offense."

Sub. Sec. 3 of Sec. 14, No. 848, strikes out of No. 747 the provision for the appointment of inspectors at elevators of class B upon the petition of the proprietor, and substitutes the following: "But no deputy inspector shall be appointed for or assigned to duty in any city or county in which is located one or more elevators of class B, except upon a request for such action by the county commissioners or board of supervisors of the county in which such warehouse or warehouses are located, such request to be made to the Railroad or Warehouse Commissioners, and in cities or counties wherein a deputy inspector may be appointed or assigned to duty no person other than such deputy inspector shall inspect or grade any grain without being liable to the penalties provided in section 20 of this act."

This provision is most important to the proprietors of elevators in the smaller cities, elevators of class B being defined by the old law as public warehouses in cities of less than 100,000 population. Proprietors of such houses are thus deprived of any voice as to whether their grain shall be inspected.

Sub. Sec. 6 of Sec. 14, No. 848, as amended by the warehouse committee adds to the same section in 747 the words "But the revenues recovered from the inspection shall in no event be used to pay any deficit in any other county or city."

The effect of the bill will be to compel the inspection of grain into and out of private elevators at Chicago regardless of the wishes of the owners of the grain or of the desire of the proprietors of the house. The records of the grain inspection department and the state registrar will embrace all grain going into or out of all Chicago elevators. The inspection by the Peoria Board of Trade may be displaced by the state inspection department at the will of the county commissioners.

THE EXCELLENT railroad service rendered the shippers of Nebraska and Michigan has resulted in the enactment of laws providing for railroad commissions and henceforth shippers may rightly expect their interests to receive more favorable consideration from carriers.

Dockage at Terminals.

Docking grain receipts at terminal elevators to allow for shrinkage in handling is a practice shippers long have objected to and rightly, with the natural result that the number of markets where the elevators are permitted to help themselves to the shippers grain are gradually becoming fewer.

No one attempts to justify or defend docking hence it cannot be continued much longer. If the elevator operators cannot afford to stand the shrinkage in handling then it behooves them to charge enuf storage fees to enable them to make good this loss.

We have received reports from eighteen markets and but five weighing departments make any dockage from the true weight of grain in the car, and none of these will continue the practice long if shippers enter vigorous protests.

Letters of inquiry were also sent to Portland, Boston, Philadelphia, Newport News, Nashville and Galveston, but no definite information regarding dockage in these markets has yet been received. New Orleans, it seems, will soon make a change and we shall be pleased to give space to the report.

If the elevators of 65 per cent of the reporting markets do not dock receipts then the elevators of the other 35 per cent cannot afford to continue the practice. The reports follow:

NO DOCKAGE ALLOWED AT CINCINNATI.

Grain Dealers Journal.—No dockage is allowed for shrinkage in handling. I am not advised that any change is to be made. Yours truly, W. McCallister, Chief Weigher, Cincinnati, O.

GRAIN TRANSFERRED AT BUFFALO IS NOT DOCKED.

Grain Dealers Journal.—Relative to elevator dockage beg to advise there is no dockage on grain arriving for transfer. Very respectfully, Fred E. Pond, Secretary Corn Exchange, Buffalo, N. Y.

MEMPHIS ELEVATORS TAKE 100 LBS. DOCKAGE.

Grain Dealers Journal.—We take a dockage of 100 lbs. per car, large and small alike. I know of no contemplated changes. Yours very truly, E. R. Gardner, Chief Grain Inspector, Memphis, Tenn.

NO DOCKAGE AT MILWAUKEE.

Grain Dealers Journal.—No dockage whatever is allowed in this market. The elevator must account for the full amount of grain received and if weighed fairly and correctly it almost invariably holds out. W. J. Langson, Sec'y Chamber of Commerce, Milwaukee, Wis.

NO DOCKAGE TAKEN AT TOLEDO.

Grain Dealers Journal.—No dockage whatever is taken by elevators in our market, the practice having been discontinued several years ago. State law passed some time ago prohibits the same. No change from this method is contemplated to our knowledge. Yours truly, A. Gassaway, Sec'y Produce Exchange, Toledo, O.

100 LBS. DOCKAGE AT OMAHA.

Grain Dealers Journal.—I enclose a sample of our certificate of weight which shows clearly on the face of it that we take 100 lbs. as dockage for dirt and shrinkage. We have been doing this ever since the first of December, the date that

the tallymen were installed at the various elevators to supervise the weighing of the grain. Prior to that time, it was generally understood that 100 lbs. was being taken in each case, but, since the first of December, I have had the system entirely under my control and the 100 lbs. is taken with my authority. We do not take anything on grain being loaded out. Geo. B. Powell, Chief Inspector, Omaha, Nebr.

NO DOCKAGE AT PITTSBURG.

Grain Dealers Journal.—The Iron City Elevator takes no dockage on grain received into the elevator for storage. We try as much as possible, to retain the identity of the grain and should there be any shrinkage, the exact amount will be determined when the grain is loaded out. Very truly yours, D. G. Stewart & Geidel, Pittsburg, Pa.

NO DOCKAGE AT PEORIA.

Grain Dealers Journal.—Relative to the dockage that is taken by terminal elevators here on grain received in store, would say, there is no dockage taken in this market on grain of this nature, in fact there is no dockage here on grain of any kind in this market that we know of either at elevators or industries. Respectfully, Frank Hall & Co., Peoria, Ill.

NO DOCKAGE TAKEN AT NEW YORK.

Grain Dealers Journal.—We nor the elevators in this port allow anything whatever for dockage or shrinkage. The contents of each car is weighed and certificates issued for the actual amount. The weights are taken by the railroads and supervised by our department. Yours truly, G. H. K. White, Inspector in Chief, New York, N. Y.

NO DOCKAGE AT BOSTON.

Grain Dealers Journal.—It has never been the practice of this market for our railroad companies to dock grain taken in the elevators. In times past, when grain was received in bulk and delivered in bags, our elevator companies have suffered considerable losses, but where the grain is taken into the elevators in bulk and prompt delivery made to the steamers, there should be no material loss. Yours very truly, Daniel D. Morss, Sec. Chamber of Commerce, Boston, Mass.

NO DOCKAGE AT FORT WORTH.

Grain Dealers Journal.—None of the elevators at this terminal make any dockage whatever for loss in weight or otherwise, but each and every elevator gives the shipper every pound his grain weighs. However our market does not get credit for this, as it should have, and I hope you will see that this is properly put before the grain trade of the country. My understanding is this is the only terminal market where such conditions exist. Yours very truly, H. B. Dorsey, Secretary, Ft. Worth, Tex.

30 AND 50 LBS. DOCKAGE TAKEN AT BALTIMORE.

Grain Dealers Journal.—In reply to your favor requesting information relating to the dockage on all grain received for storage in this market beg to state that there is an allowance of 30 pounds on car-load lots weighing 60,000 pounds and under, and 50 pounds on all cars in excess of 60,000 pounds.

In answering the second paragraph of your communication, will say that the

above arrangement has been effective since March 1st, 1907. Previous to this date the tollage on all grain was 50 per cent more. This material reduction in scalage is due to the action of the present Weighing Committee.

I may add, that the elevators in this market are operated exclusively for storage purposes, and the owners are in no way interested in the grain business. Yours respectfully, Jas. H. Warren, Chief Weigher, Baltimore Chamber of Commerce.

KANSAS CITY CERTIFICATES SHOW EXACT WEIGHT.

Grain Dealers Journal.—In reference to dockage of grain in Kansas City markets, there is a dockage of 100 pounds, irrespective of the size of cars. This is taken off on the account sales and not on the weight certificates. Kansas City Board of Trade weight certificates show the net weight of the contents of the cars. There is quite a bit of agitation in reference to this at the present time. Respectfully, J. G. Goodwin, Chief Weighmaster Board of Trade, Kansas City, Mo.

LOUISVILLE PUBLIC ELEVATOR TAKES 55 LBS.

Grain Dealers Journal.—When this company was organized in 1883 it adopted the rule of cutting each car in, fifty-five pounds for shrinkage; regardless of size or contents.

We have not since deviated from this rule though some years the shortage at the end of the season was considerable. Balancing one year with another there has been a net loss but not enough to necessitate a change yet. Yours truly, Kentucky Public Elevator Co., by F. C. Dickson, Manager, Louisville, Ky.

MINNESOTA ALLOWS 30 LBS. TO THE CAR DOCKAGE.

Grain Dealers Journal.—In reply to your favor asking what dockage is taken by elevators at terminal markets in this State to allow for shrinkage and handling, will say that there is a time-honored custom, which has been handed down, making an allowance of 30 lbs. to the terminal elevators who transfer and ship grain; there is no allowance made to flouring or feed mills, or seed crushers. Thirty pounds is the maximum allowance on cars of all capacities. Yours very truly, F. W. Eva, Chief Inspector, St. Paul, Minn.

NO DOCKAGE TAKEN AT ST. LOUIS.

Grain Dealers Journal.—In this market some years ago it was the custom at all elevators to take three pounds to the thousand pounds for dockage. The Railroad and Warehouse Commission has abolished this dockage in Missouri entirely, this being done about the year 1903. For the past few years the ruling of the Illinois State Railroad and Warehouse Commission permitted the elevators to take fifty pounds on cars of 40,000 pounds capacity or under and one hundred pounds on cars over 40,000 pounds.

It is my understanding that the Illinois State Railroad and Warehouse Commission has agreed to discontinue this dockage—this ruling will go into effect in a few days and it is my understanding that there will be no dockage allowed only on cars that are very dirty and that said dockage is to be estimated by the State Weighmaster. Yours truly, H. J. McGee, Supervisor of Weights, St. Louis, Mo.

TAKE 2 LBS. PER 1,000 AT PHILADELPHIA.

Following is the action of the Pennsylvania Railroad, the Reading Railway notified the Commercial Exchange yesterday that it would adopt for this port the dockage terms in force at Baltimore. Heretofore the railroads claimed all the way from 70 pounds to 300 on a shipment of grain to allow for shrinkage in weight.

Complaint was made by the Commercial Exchange that this was exorbitant and unfair, compared to the terms made at Baltimore. The Pennsylvania Railroad notified the exchange last week that it would adopt the same terms here as were in force at Baltimore, and the Reading has followed its example. The Reading will claim two pounds for each 1,000 pounds of grain.—Ledger, Philadelphia, Pa., Apr. 5, 1907.

NO DOCKAGE OR ALLOWANCES AT CHICAGO.

Grain Dealers Journal.—There is no dockage of any kind taken at Chicago on grain except as per the following rules: Regulations for the Weighing of Grain at Chicago.

Adopted January 8, 1907.

Under and by virtue of the provisions of Section 2, Rule IV, of the Rules of the Board of Trade of the City of Chicago, enacted in pursuance of Section 10 of the Act to Incorporate the Board of Trade of the City of Chicago, the following regulations are adopted by the Directors of the said Board of Trade of the City of Chicago, for the guidance and information of the Weighing Department and the members of this Association:

Regulation 1.—Received or transferred grain shall not be cleaned or blown before weighing, nor shall it be subjected to such handling as will cause loss in weight. This prohibition shall also apply to shipments after weighing.

Regulation 2.—No dockage from actual weights shall be allowed on in-coming or out-going grain, except when unusual dirt or foreign matter is inseparately mixed with the grain, in which case it shall be the duty of the weighmaster or his deputy to determine the amount of unusual dirt or foreign matter, and to weigh the entire contents of the car. All allowances for unusual dirt or foreign matter shall appear on the face of certificate issued for such cars.

Regulation 3.—All cars when unloaded must be thoroughly swept and cleaned, except in cases where cars contain foreign matter unsuitable for mixing with grain. Then it shall be the duty of the weighmaster or his deputy to determine the amount of grain and foreign matter to be left in the car. This amount shall be stated on the certificate of weights for each car, but such amount shall not be included in the net weight as shown by certificate.

Regulation 4.—If hopper scales are used in determining the amount of grain a car contains, it shall be the duty of the elevator operators unloading such car to deliver to the scales the entire contents of said car except where cars contain unusual dirt or foreign matter not covered by Regulation 3, because not suitable for handling by elevator.

It shall be the additional duty of said elevator operator to clean thoroughly the unloading pits and the floor adjacent to such pits of any of the contents of said car that may have lodged there, and deliver such contents to the scale to be weighed and credited to said car.

Regulation 5.—The contents of each car shall be weighed in as few drafts as the scale in use will permit.

Regulation 6.—The weighmaster and his deputies shall be allowed to handle the scale beams in the performance of their duties.

Regulation 7.—Certificates of weight shall bear the date of weighing.

Regulation 8.—No certificates of weights shall be issued on grain unloaded or transferred en route unless they are applied for within a reasonable time after cars are weighed and before they have had time to arrive at their destination.

Regulation 9.—A straight transfer must consist of the transferring of grain from one car to another without its identity be-

ing lost. If transferred through an elevator, the grain must go direct from the western or unloaded car to the scale and from the scale direct to the eastern, or car to be loaded without going into or through any house bins.

Regulation 10.—All cars that are to be loaded with grain shall be in a suitable condition to carry such grain safely. In case cars are loaded that, in the judgment of the weighmaster or his deputies, are not in proper condition to carry grain safely, the parties loading such cars shall at once be notified, and a statement of the condition of the car shall appear on the face of the certificate of weight issued for such cars.

Regulation 11.—The weighmaster in regulating the details of his office and the service of employees may, with the consent of the Weighing Committee, make such regulations as may be requisite or desirable in order to secure correct weights.

Since this rule went into effect we have made no allowances. We do, however, have cases where the buyer will not take the grain out of the car on account of the excessive amount of dirt and the grain has to be sold over again. Yours truly, H. A. Foss, Board of Trade Weighmaster, Chicago.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

FAILED TO PAY FOR THREE CARS OF HAY.

Grain Dealers Journal.—I shipped about 40 cars of hay, corn and oats to The Illinois Hay & Grain Co. during 1905 and 1906. They paid for this right along. I always drew draft and they honored same. They never made any complaint about grade or weights.

On Mar. 1, 1906, I shipped the same company three cars of hay, one car being No. 1 and two cars No. 2, for which I have never received a cent. I drew draft against these three cars, but they failed to honor it. I wrote to them to learn why and they replied that they had not received the hay. I then reported this to the I. C. R. R. Co. and the railroad agent sent a tracer after the cars. He reported that The Illinois Hay & Grain Co. had received hay some time back.

I wrote again to the Cairo company and told them what the railroad company said. They replied they wud look up matter and if found correct wud honor draft. It went on for several weeks, then I instructed my bank to have Cairo bank collect money, but my draft was returned unpaid.

Then I induced Mr. Wade of Farina, Ill., to write The Illinois Hay & Grain Co. They informed him that my hay was in store at Vicksburg, Miss. Mr. Wade told me he had customers at Vicksburg to whom he could sell the hay. I wrote The Illinois Hay & Grain Co. to turn shipment over to Mr. Wade. They wrote back and said they had sold nearly all the hay and as soon as they sold the rest wud remit to me. I have never received the money. For a long time after the trouble I received letters telling me they wud pay, but lately they give no attention to my letters. Yours truly, T. M. Smith, Kinmundy, Ill.

HAS OWN INSPECTOR AND WEIGHMAN.

Grain Dealers Journal.—In regard to the Illinois Hay & Grain Co., Leo McDaniel is all there is to the company. He owns a very good elevator at Cairo and weighs and grades all his corn that comes to Cairo, on Cairo terms. He does not recognize the Board of Trade Inspector or Weighmaster at all. His bids on grain read Cairo terms. My fight on this man is that he has no right to have a Weighman and Inspector and call it a public elevator when it is private. He should be prevented by the proper authority. My suit against him in the Circuit Court is set for the 15th day of May. I am contending that my corn was not graded and weighed as contracted, and the weights and grades at home must stand. All information will be gladly received.—R. C. Cox, Sherman, Ill.

MADE UP BETTER PRICE BY SHORT WEIGHT.

Grain Dealers Journal.—I am sorry to say I have had a trade with the Illinois Hay & Grain Co. About Sept. 1, 1906, they had out a bid of 46½ for yellow corn, one cent better than any body else. As my trades had been so satisfactory with Cairo firms I thot every body down there was honest, so I sold the Illinois Hay & Grain Co. about 6,000 bus. of yellow corn at 46½ track, Macon. You will see by the returned weight, they almost made up the cent, the six cars being 5,429 pounds short of my weights. I haven't sold them anything since. Yours truly, R. B. Andrews, Macon, Ill.

[The consignee charged shipper exchange on draft, also 50c a car for weighing and inspection. The certificates are signed C. J. Cassel as Weigher and Inspector. This man is employed by the Illinois Hay & Grain Co.]

THINKS CAIRO COMPANY A STRAIGHT FRAUD.

Grain Dealers Journal.—I sold the Illinois Hay & Grain Co. of Cairo, Ill., two cars No. 2 timothy hay at \$12.50 per ton f. o. b. Delta. In their confirmation of sale they said make sight draft, allow plenty of margin for difference of grade. They wanted hay shipped to Montgomery, Ala., but station agent wud not bill it thru, so they asked me to bill it to Cairo, which I did. My draft against first shipment made on Mar. 18, they had protested on a plea that they wud not pay exchange. This cost me \$3.12. This car according to Fairbanks scales contained 19,910 lbs. They claimed and charged me \$2.85 excess freight on the car on account of load not being up to minimum weight.

The second car I shipped Mar. 19. After holding draft for more than a week they protested it. Upon receipt of notice of protest, I wired the M. & O. agent not to let them have any hay till they presented B/L. for same, but the railroad company had already delivered one car. All I have received from the Illinois Hay & Grain Co. so far is the enclosed letter. I think this company is a straight fraud. I sent B/L. for second car to Thistlewood & Co. to be sold for my account. These are facts, as you can see very much to my regret. J. A. Beaty, Delta, Ia.

The Prussian royal statistical bureau estimated the condition of winter wheat on Apr. 15 to have been 60, compared with 78 a year ago.

Crop Reports

Idaho.

Sweetwater, Ida.—Winter wheat is looking fine and also spring wheat. The season here is about four weeks late but nevertheless our prospect is for a big crop.—Peter Muench.

Illinois.

Galesburg, Ill.—I have been all along the Santa Fe route from Galesburg to Joliet lately and the prospect for the next year's crop is certainly fine. Most of the oats have been sowed and some are up. The farmers are satisfied with the present outlook.—Geo. S. Dole, of Chicago.

Pontiac, Ill.—After four days trip thru the counties around Peoria, and southwest, and find the wheat as near perfect as it would be possible to have it, no green bugs, nor any brown spots. All dealers unite in saying that the prospect is better than last year. Oats coming thru, and none think they are damaged by frost. Some few farmers plowing for corn.—S. W. Strong, Sec'y., Illinois Grain Dealers Ass'n.

Iowa.

Carpenter, Ia.—All conditions improving, seeding about half done.—A. J. Kleiwort Elev. Co., Geo. McGilivray.

Readlyn, Ia.—Oats is in great danger of rotting in the ground on account of cold weather.—V. B. Aupsach, agt. J. F. Twamley, Son & Co.

Marcus, Ia.—Oats are about 20 per cent loss; part of oats sprouted and other showing no signs of growth. Cold. Ground is hard to work for corn planting.—Edmonds, Freeman & Co.

Indiana.

West Point, Ind.—Most of the oats are sowed, but the recent freezes are making them very backward.—N. B. Ford, agt. Crabbs Reynolds Taylor Co.

Indian Territory.

Wagner, I. T.—Corn backward; green bug in the wheat; weather very cold.—Wagoner Roller Mill.

Vinita, Ind. Ter.—Crops are backward; green bugs have killed some wheat and are working on the oats.—M. D. Donald.

Kansas.

Pendennis, Kan.—Crops suffering very much from dry weather.—Geo. Young.

Lebanon, Kan.—Wheat looking fine but needing rain; oats up and farmers sowing alfalfa.—C. M. Isom, Lebanon Mill & Eltr. Co.

Pearl, Kan.—Wheat in this section is not looking very good, owing to dry weather; it is quite yellow.—Clarence Taylor, agt. Pearl Town & Merc. Co.

Plainville, Kan.—Growing crops are in fine condition. Weather cool and dry, preventing the wheat growing too fast and becoming too rank; will need rain by May 1.—Plainville Mill & Eltr. Co.

Peck, Kan.—The crop conditions are critical. I estimate the damage by bugs and dry weather at 50 per cent, some say 75 per cent, but I think that is too much. Some wheat being plowed up and will be planted to corn. The oats do not look as if they will be any good.—O. M. Sommerville, agt. Home Grain Co.

Peabody, Kan.—Our wheat crop has been damaged at least 25 per cent in the past two weeks, whether by green bugs, which are very numerous, or by the dry weather, we cannot say; but are inclined to think the dry weather is doing the most damage, as we have had no rain for seven weeks. Ice formed from a quarter to half an inch thick the last three nights.—Janett & Moffett.

Kentucky.

Frankfort, Ky.—The indications are that a full crop of corn will be planted this year, although considerable difficulty has been experienced in securing good seed corn. Nearly all the growers of seed corn report that the germ in most of their corn has been devitalized on account of the wet season. Wheat crop is looking well, condition reported compared with a five year average being 90 per cent. The spring oats sowing is well advanced, reports showing that 76 per cent of the crop in the state has been sown so far, as against 35 per cent last year at this date. Condition of rye and acreage sown last fall is favorable. The prospect of the corn acreage for

1907 compared with a 5 years average is 98. The wheat acreage sown last fall compared with a 5 years average is 90. The oats acreage for 1907 compared with a 5 years average is 94. The rye acreage sown last fall compared with a 5 years average is 93.—Hubert Vreeland, Commissioner of Agriculture.

Michigan.

Lansing, Mich.—The condition of wheat on April first in the southern counties was 84, in the central counties 81, in the northern counties 82 and in the state 83. Correspondents quite generally throughout the state report very favorably on the condition of wheat, notwithstanding the late sowing on account of drouth, the consequent small growth before entering the winter and the lack of protection by snow. The amount of wheat in farmers hands in per cent, as estimated by crop correspondents at the present time is as follows: State and southern counties 18, central counties 19 and northern counties 17. This estimate is 7 per cent less than given by this department. The average condition of rye is 88 in the state and southern counties, 87 in the central counties and 90 in the northern counties.—George A. Prescott, Sec. of State.

Minnesota.

Welcome, Minn.—Seeding of oats is nearly done in this vicinity and prospects are good for the next crop; land is in splendid condition for the seed.—A. Haagenson, mgr. Welcome Eltr. Co.

Minneapolis, Minn.—In the lower end of the Red River Valley conditions are more favorable than for a number of years, there being just the right amount of moisture in the soil and no water in the low places, so that the ground admits of straight work across the fields, which has not been possible in that locality for a long time. If the good weather holds for a week, our small grain seeding will be almost completed and we would not then be much later than the average date. Some of the early-sown grain in southern Minnesota and South Dakota is already up, seeding having been completed in the southern counties ten days ago.—Van Dusen-Harrington Co.

Missouri.

Lamonte, Mo.—Wheat excellent; oats good; corn planting progressing; weather unseasonably cold, but ground is in fine condition for spring work.—R. E. Guthrie, of Guthrie & Chatham.

Lee's Summit, Mo.—Only about 50 per cent of a wheat crop this season; oats a poor stand and a very large acreage for this locality, 80 acres of corn in on one farm and none of it coming up yet, considerable of last year's corn in the farmers' hands; they are holding for higher prices.—E. P. Clark.

Nebraska.

Wymore, Neb.—Wheat is fine.—Mathews & Copeland.

Waco, Neb.—Wheat looks fine, oats all sown.—J. A. Gilbert.

Farwell, Neb.—Wheat is in good condition.—John Hofseth, agt. Jaques Grain Co.

Harbine, Neb.—Wheat is looking fine so far, needs a little more rain for wheat and oats.—J. S. Hole.

Riverton, Neb.—It is a backward spring, cold, windy and dry; wheat and oats need rain badly.—Chitwood & Chittick.

Danbury, Neb.—The wheat in this vicinity is looking good, but we need rain.—Edgar Eno, agt. Central Granaries Co.

Wausa, Neb.—Weather has been favorable for seeding; season about two weeks earlier than last year.—C. J. Johnson, agt. Peavey Eltr. Co.

Palisade, Neb.—Crops looking fine so far. If nothing happens it will be cut in June. All the ground is in fine shape.—E. A. Felzein, agt. W. H. Ferguson.

Shelby, Neb.—Crops are good and farmers are a little ahead of the season in their work owing to nice weather.—A. S. Duing, agt. Trans-Miss. Grn. Co.

Edgar, Neb.—Wheat suffering from dry weather, a crust formed and the under leaves on the plant turning yellow. We have good growth so far.—Lee Hill.

Nova, Neb.—The winter wheat looks best it has this time of year for several years and ground in fine condition.—M. L. Clanton, agt. Nye Schneider Fowler Co.

Lebanon, Neb.—Dry, cold and windy. Wheat will be damaged if these conditions continue, otherwise prospects for crop are good.—C. S. Mont, mgr. Lebanon Co-operative Ass'n.

Berwyn, Neb.—Winter wheat looking fine, oats seeding nearly done; probably 5 per cent wheat in the country, oats all on the market, corn probably 10 per cent.—Miller & Wirt.

Edholm, Neb.—Very good prospect for coming crop, a little dry on top. Seventy per cent of the wheat is marketed and 50 per cent of corn.—S. B. Streeter, agt. Dawson Grain Co.

Ulysses, Neb.—Wheat here is looking good, but high winds the last few days are taking the moisture out of the ground pretty fast. No grain moving.—J. D. Lemmon, of Lemmon & Coleman.

Phillips, Neb.—Small grain looking fine, wheat about 2 weeks ahead of last year and a larger acreage, plowing well advanced but a little too dry.—J. C. Larsen, agt. W. H. Ferguson Grain Co.

Crosser, Neb.—Wheat never looked better at this time of year and the prospects are that we will have as large a crop as last year and possibly larger.—F. J. Miller, mgr. Farmers Grain & Stock Co.

Crosser, Neb.—Corn is damp and has to be tumbled out to keep in marketable condition. Growing crops look fine; not much rain this spring; ground is in perfect condition for plowing.—M. R. Jones.

Hallam, Neb.—Fine weather for oats sowing, which is nearly all completed. Wheat never looked better than at present; not much grain moving on account of farmers being busy.—Wm. Burk & Co.

Sawyer, Neb.—Wheat never looked better at this time of the year. If nothing happens from now on we will have a good crop this year. It is a little cool and dry for oats.—J. T. Niehaus, agt. Nye Schneider Fowler Co.

Davenport, Neb.—Prospects for another good crop are excellent, with plenty of moisture at present, never saw wheat look better; lots of corn still in country but very little old wheat left.—A. D. Skinner, mgr. Farmers' Shelling Ass'n.

Ohlawa, Neb.—Wheat in good condition although ground is quite dry. No rain this season and consequently oats are not coming up well. About 50 per cent of last year's corn still in farmers' hands, and the present prices will not move it.—Ross R. Chenoweth.

Carlisle, Neb.—The ground is very dry, we have had a few light rains; quite a few of the farmers have harrowed their wheat, which has helped it a great deal. So far the wheat looks good and with some rain soon will make a fine crop; the oats look fine.—M. W. Spence, agt. Nye Schneider Fowler Co.

Indianola, Neb.—Our wheat is looking fine at present, but it won't stay that way long if we don't get some moisture soon. Have not had any rain for about 2 months; we have had very hard frost two nights and think it has hurt the alfalfa; it may have done damage to the spring wheat and barley. No corn planted yet, but they will be at that work in a week or 10 days. No sign of any insects working on the wheat.—W. McCallum & Co.

North Dakota.

Ray, N. D.—Plenty of moisture, as fast as this snow melts it is absorbed in the ground; lots of snow here yet; spring will be late.—J. E. Helms, agt. Ray Eltr. Co.

Oklahoma.

Okeene, Okla.—The green bugs have destroyed a fine prospect for us.—T. M. Connolly & Co.

Yukon, O. T.—Crop prospects very bad; oats practically all gone; farmers planting corn on all oat ground. Wheat damaged 70 per cent from green bugs and now drouth.—D. Bawden & Son.

Weatherford, Okla.—Condition of wheat bad; only about 65 per cent as much sown as a year ago, and I believe 30 per cent of that is destroyed by the green bugs. Oats about 80 per cent destroyed.—A. F. Sights.

Walter, Okla.—The wheat and oats are eaten up with the green bugs; corn looks well, however; there are some chinch bugs in the corn; we are not suffering from drouth.—F. L. Powers, agt. Chickasha Milling Co.

Waukomis, O. T.—The green bugs have about taken the wheat in this section; a good rain would do a great deal of good. Oats are all killed and the ground will be planted in corn and cotton.—Waukomis Mill & Eltr. Co.

Yukon, Okla.—Canadian County is damaged at least 75 per cent on wheat and the oats crop has been totally destroyed. The green bugs are still working but we believe their time is about up, and that

they will soon quit working. It is reported they are dying fast now. The weather has been very cold and unfavorable to the corn already planted. As near as we can learn Okla. will be damaged at least 50 per cent on wheat, and 75 per cent on oats, and this means a serious loss to us, but if the corn crop will turn out good it will help out greatly.—J. F. Kroulitz, pres. Yukon Mill & Grain Co.

Texas.

Rice, Tex.—Grain crops very short owing to dry weather. Corn very good.—Fortson Bros.

Collinsville, Tex.—Wheat and oats all killed by the green bugs in this locality, but we have a fine prospect for corn, with a 50 per cent increased acreage over last two years. Corn looks fine; farmers all up with their work.—Black & Hammond.

Imports and Exports of Rice.

Rice, rice flour, rice meal and broken rice amounting to 141,245,752 lbs., was imported into the United States during the 8 months prior to March 1, 1907; compared with 99,455,675 lbs. for the corresponding period of 1905-06.

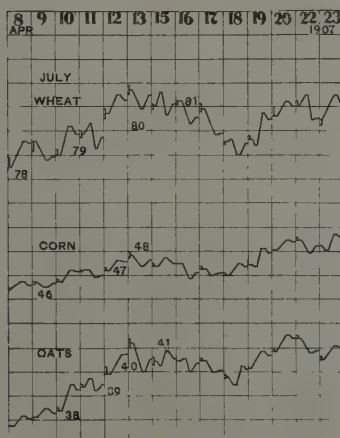
Exports of rice, rice flour, rice meal and broken rice during the 8 months prior to March 1, 1907, amounted to 19,000,000 lbs. of domestic and 4,953,004 lbs. of foreign growth, compared with 32,500,000 lbs. of domestic and 7,323,809 lbs. of foreign origin for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Breadstuffs.

Our exports of breadstuffs for the 9 months prior to Apr. 1 included 61,341,498 bus. of wheat, 60,330,853 bus. of corn, 3,539,302 bus. of oats, 229,114 bus. of rye, 7,499,199 bus. of barley and 11,125,334 bbls. of wheat flour; compared with 29,783,631 bus. of wheat, 100,828,970 bus. of corn, 38,175,454 bus. of oats, 865,212 bus. of rye, 15,207,797 bus. of barley and 10,713,246 bbls. of wheat flour for the corresponding months of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics. The total value of all breadstuffs exported during the 9 months was \$131,203,805; against \$146,268,959 for the corresponding 9 months prior to Apr. 1, 1906.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for two weeks prior to Apr. 24 are given on the chart herewith.



Missouri's New Bucket Shop Law.

Section 1. That sections 2221, 2222, 2223, 2224, 2225 and 2226 of chapter 15, article 8 of the Revised Statutes of 1899, be and the same are hereby repealed, and that new sections in lieu thereof be enacted as follows:

Section 1. Whoever, as principal or agent of any corporation or person or persons, shall set up and carry on a "bucket-shop" or any person who shall accept employment from any person or persons, or corporations engaged in carrying on a bucket-shop, and shall under such employment in any manner or capacity assist in the carrying on of a bucket-shop, shall be guilty of a felony.

Sec. 2. A bucket shop, in the meaning of the preceding section, is a place wherein the person carrying on the bucket shop, then and there, either as principal or agent, pretends to buy or sell, or goes through the form of buying and selling, to or for any other person or persons, stocks, bonds, petroleum, cotton, grain, provisions and other commodities, or any one or more of the same, at prices fixed or pretended to be fixed by trades or transactions made or offered to be made in same on boards of exchange or otherwise, but wherein there is in fact no actual purchase and sale, or sale and purchase of such commodity for or on account of the party or parties thereto.

Sec. 3. All pretended purchases and sales or contracts and agreements for the pretended purchase and sale of the commodities aforesaid, in manner aforesaid, wherein there is, in fact, no actual purchase and sale or sale and purchase of such commodity for or on account of the party or parties thereto, are hereby declared gambling and criminal acts, whether the order or contract for the pretended purchase or sale of such property purports to be offered, accepted, executed or consummated in this state or in any other state or country. Provided that no person make such pretended purchase or sale of said property is placed or given or communicated from this state; and any person violating the provisions of this section shall be guilty of a felony.

Sec. 4. It shall be unlawful for any corporation, co-partnership, person or persons in the control of any such corporation, or conduct as owner or lessee, of any telegraph or telephone lines to transmit or permit to be transmitted over their said lines in this state any message or communication conveying any order or contract for the pretended purchase and sale, or sale and purchase of such commodity, or any acceptance or confirmation thereof. And any person, whether acting individually or as an officer, member, agent or employee of any corporation, association or co-partnership, who violates the provisions of this section shall be guilty of a felony.

Sec. 5. It shall be unlawful for any person to commit the offense defined in the preceding sections, that both the buyer and seller, or both the parties pretending to buy and sell the said commodities, shall agree to do any of the acts herein prohibited, but the said crime shall be complete against any person, acting individually, or as an officer, member, agent, or employee of any person, corporation, association, or co-partnership, who shall communicate, receive, exhibit or display in any manner, any such offer to buy or sell, or any statements or quotations of the prices of any such property, with a view to any such transactions as aforesaid, shall, for each such offense, be deemed and held to be an accessory thereto, and be guilty of a felony.

Sec. 6. It shall be the duty of every commission merchant, co-partnership, association, corporation or broker, doing business as such, to furnish to every customer or principal for whom such commission merchant, broker, co-partnership, corporation or association has or pretends to have executed any order for the purchase or sale of any of the commodities hereinbefore mentioned, either for immediate or future delivery, a written statement containing the names of the parties from whom any such property was bought or to whom it shall have been sold, as the case may be, the time when, the place where and the price at which the same was either bought or sold; and in case such commission merchant, broker, co-partnership, corporation or association shall refuse promptly to furnish such statement upon reasonable demand, the fact of such refusal shall be prima facie evidence that such property was not sold or bought in a legitimate manner upon the open market, but was in

violation of the preceding sections, and such fact shall be competent evidence in any criminal prosecution brought for the violation of such sections.

Sec. 7. Any person guilty of a violation of the preceding sections shall be deemed guilty of a felony, and upon conviction, shall be punished by imprisonment in the penitentiary for not less than two nor more than five years, or by imprisonment in the county jail for not less than six nor more than twelve months.

Hull, Eng., Reports Bad Corn from Gulf.

Consul Hamm reports the arrival at Hull, Eng., of the steamer Cynthia from New Orleans with one-third to one-half of its cargo of corn damaged by heating. The Cynthia cleared Dec. 29 with 111,428 bus. of corn, left that port Jan. 3 and arrived at Hull Feb. 1.

Consul Hamm states that a "casual inspection" of the Cynthia's cargo showed that much damage had been done. Would it not be well for Mr. Hamm to make more than a casual inspection before attacking export inspection at American ports?

Consul Hamm states that "Formerly nearly all the corn brought from the United States to England was shipped at Boston, New York, Philadelphia or Baltimore. These conditions have been reversed, and most of the corn is now shipped from the gulf ports."

How unreliable Consul Hamm is and how untrustworthy is his criticism is shown by the official reports of the U. S. Government on exports from the United States during the 9 months prior to Apr. 1. Instead of shipments being principally from the gulf ports these ports shipped only 14,000,000 bus., compared with 39,000,000 from the Atlantic ports.

Unwarranted attacks by American consuls in Europe on the inspection at Atlantic and Gulf ports soon will be ended by the investigation which the Dept. of Agri. has begun. Agents are stationed in Europe to report on the condition of corn cargoes arriving from ports where the government maintains a moisture testing and grain grading laboratory. Trustworthy data thus accumulated will enable the trade to make comparisons between different markets and judge the integrity of inspection officials as well as the relative merits of the gulf route compared with the northern ports. But the trade can not forget the politicians are anxious to live off of it.

Receipts of Wheat and Corn at Primary Markets.

Receipts of the winter and spring wheat at the leading primary markets since July 1 and prior to April 24, 1907, have been 204,120,445 bus.; compared with 208,902,064 bus. for the corresponding period of 1905-06.

Corn receipts for the present crop year have been 159,611,441 bus.; compared with 145,585,659 bus. for the corresponding period of 1905-06.

Repeal of the duty on wheat was requested recently by the Interior Millers Club of Minnesota, and the resolutions have been forwarded to the Millers National Federation for action at the coming mass convention.

National inspection and uniform grading of grain were approved by Millers National Federation delegates at the recent Chicago meeting; and it is likely these propositions will be brot before the mass convention of millers at St. Louis for indorsement.

Spacing Cups on Elevator Belts.

BY R. I. PIERCE.

I have noticed numerous communications in the Grain Dealers Journal on the above subject, and strange to say there seems to be no reliable literature attainable or universal rule to guide a builder. The consequence is that cups, say 12 inches in length across the belt, are spaced anywhere from 11 to 24 inches apparently in an arbitrary manner, without rule or reasoning and according to the individual ideas of the constructor.

I understand, however, that at least one engineer has made quite exhaustive experiments along this line and has reached conclusions valuable to himself which no doubt may eventually lead to more intelligent action on the part of others and perhaps to an established rule for all.

The action of cups on an elevator belt in passing thru, or cutting thru a wall of grain in front of, and pressing against them, is not unlike that of a circular saw in passing thru a log pressed against it by the carriage of a saw-mill. The principles of which are well understood.

The flow of the grain against the cups is the "feed" of the log carriage; the grain gathered in the cups is the sawdust gathered in the throat or gullet space, between the teeth of the saw, and they must be proportioned to each other.

It is well understood that with a known speed or "feed" of the saw carriage, and with the speed of the circumference of the saw being also fixed, that the size of the gullet, for maximum results, can be determined.

The space between cups on an elevator belt, is the "gullet" of the saw, and it must be fixed by the same general formula, altho exact facts in regard to the operation of grain, cannot be so easily obtained.

There is a limit to the natural velocity of grain flowing on an inclined plane, as for instance, into an elevator boot. Dif-

ferent grains have different velocities, as does also the same grain in different conditions, especially as to moisture. But there is a fair average velocity that can be assumed for grain flowing into cups. Then if the speed of the cups, or belts, is fixed, the space necessary between the cups for them to fill properly can be ascertained. The speed for free discharge of cups at the head of the leg is fairly well established for different shaped cups.

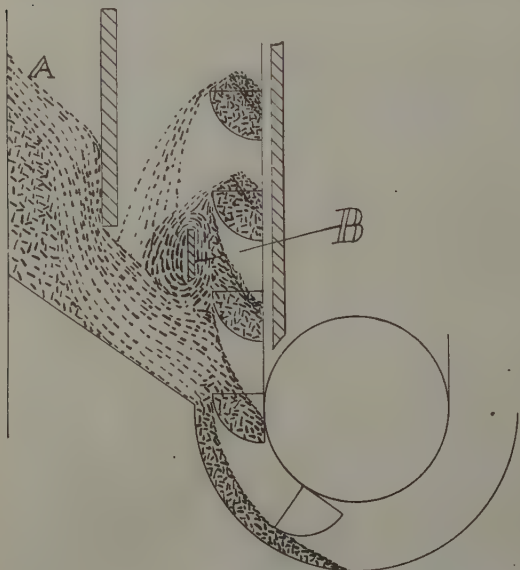
However, grain, being of a yielding nature, its velocity is retarded at the outer edge of each of the passing cups, and its flow is thereby temporarily suspended, but is again resumed when a cup has passed. This alternating process of the grain, starting and stopping, many times in a unit of time, results in a steady uniform flow, and whatever it may be, on the average, with different kinds of grain, it is the "feed" of grain to the cups which must be assumed in all the calculations.

Experiments have shown that oats in merchantable condition will not flow sufficiently fast to fill cups with 7 inch projection placed 11 inches apart on a belt speeded to 650 feet per minute, and that about 12 inches apart is the proper distance.

If the belt speed varies from 650 feet per minute, or the cups extend out from the belt more or less than 7 inches, the space between the cups must be changed accordingly, or they will not fill. The illustration given herewith shows this principle in operation.

It will be noticed in the above, that perfect filling of the cups—no more, no less, for maximum results, is the OBJECT in spacing cups. But it must be remembered of course that this is permissible only in non-chokable boots.

If the boot used chokes or has to be watched and tended constantly and cannot carry the cups full anyway, hardly any fixed rule is safe. The liability of a choke, and the trouble it causes is the predominant and paramount consideration, altho if power, belt, and pulleys are of proper proportions these same rules should in the main apply, even with chokable boots.



Proper Feed of Grain to Cups.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

SEED GERMINATION TEST.

Grain Dealers Journal: Will some reader of the Journal please state in its columns what germination tests are; and how these tests are made for seeds?—Dadmun Bros., Whitewater, Wis.

MUST LINE ELEVATORS HOLD OUT?

Grain Dealers Journal: Do all country agents of line elevators have to make their houses hold out? Must they deliver at terminal every bushel they have paid farmers for? Is this possible? If so, how can it be done? I am new, but anxious to learn from the experienced. Dakota Buyer.

CHOICE OF BILLING?

Grain Dealers Journal: When B sends a telegram that he will pay 55¢ per bu. for 1,000 bus. of No. 2 corn, track Toledo, 15 days' shipment, has the shipper or the buyer the choice as to whether the billing shall be thru or local, if there is nothing said about which way to bill? Will brother dealers please give their opinion in the Journal.—Illinois Shipper.

SHUD TRACK SELLER PAY EXCHANGE.

Grain Dealers Journal: I wud be pleased to read the views of readers as to whether or not country elevator men who sell grain their track shud pay exchange on drafts attached to B/L. We expect to pay this exchange when we consign our grain to a grain commission man who merely acts as our agent, but when we sell grain our track, we think we shud have payment in par funds at our town. Hoping to read of the experiences and opinions of brother dealers in the Journal, we are yours truly, Leo & Mauch.

RELIABILITY OF AUTOMATIC SCALES.

Grain Dealers Journal: Referring to the letter signed S in your issue of April 10th, many of the points raised by your correspondent are more theoretical than practical, and as unpractical arguments of this sort will, no doubt, tend to injure makers of repute, I should be glad if you would allow me to answer the following points raised by your correspondent:

1st. It is perfectly true that automatic scales are fitted with a compensating weight to compensate for any variation in specific gravity of the falling grain, but your correspondent seems to overlook the fact that this compensation only takes place during the final flow or dribble period. In a large automatic scale say, with hopper capacity of 2,000 lbs. per discharge, the amount of grain in suspension at the time of the cut-off would not weigh (in a properly made automatic scale) more than 20 lbs. Now, if we say

that the wheat varies in specific gravity from 50 lbs. to 60 lbs. per bushel, the greatest inaccuracy, owing to the specific gravity of the wheat would be $1/10$ of 20 lbs. which equals to lbs or $1/40$ of 1% in 2,000 lbs. You will see from the above figures that I have based the calculation on wheat that varies as much as 10 lbs. per bushel in gravity. I think that wheat will rarely be found to vary more than 5 lbs. per bushel in the same carload, if as much. In such a case the greatest difference that could occur, owing to the above mentioned reason, would be $1/80$ of 1%. It is doubtful if any hand-operated hopper scale would weigh within either the above mentioned margins of error, after it had been in operation one month.

2nd. The second point raised by your correspondent is a very true one and the answer to it is: Put in a larger scale. Undoubtedly the most fruitful source of dissatisfaction with automatic scales is that the buyer will demand a small scale running at a high speed. But even in the case of a small scale, I gather that your correspondent only refers to a human error in "setting of automatic scale." In a properly regulated elevator, such a mistake should not take place, and even if a hand operated scale was used, we still have the human element which is far more likely to err than an automatic machine.

3rd. With regard to the third point raised, of course, the register must be correctly read, but as this has to be done only occasionally, the chances of error, on this account, are far less than in a hand operated scale where every draft has to be read. Moreover in a hand operated scale there are three chances where an inaccuracy of this sort might happen, namely: (a) in the reading of the steelyard, (b) in the booking of the weight, and (c) in the adding up of the total.

4th. I am unable to point to any court of law in this country where automatic weights have been upheld, but I enclose you a printed report of an arbitration before the London (England) Corn Trade Ass'n decided in favor of automatic scales. The scale in question has been passed by both the British, German and French Governments and anyone knowing the very stringent weights and measures acts in force (and strictly enforced) in the above mentioned countries, will appreciate that a scale to pass the tests imposed must be a reliable weighing instrument.

Unfortunately, in this country there seems to be no central authority to whom an automatic scale can be submitted and by whom, rules governing their use, are laid down. The result is the general distrust voiced by your correspondent.

5th. It is impossible to explain the variation in the weights of cars referred to by your correspondent, as it might be due to so many causes, both including and not including the automatic scale. The only satisfactory way to deal with a question of this kind is for all parties to be present at the test.

With regard to the latter remarks of your correspondent, I will merely point out that it is the experience of a large body of people that automatic scales, when properly installed are accurate and reliable machines, and it is due to this that my firm have received an important order to equip the Dominion Government Grain Elevator at Port Colbourne with 18 Automatic Scales with a hopper capacity of 6,000 lbs. per discharge each. Yours truly, The Avery Scale Co., C. F. Beakbane, President.

CAN SHIPPERS CONSISTENTLY COOPERATE IN RECEIVING?

Grain Dealers Journal: Can country elevator men who object to grain growers cooperating in the shipment of grain consistently take stock in a grain receiving firm?—Abner Focht.

PLAN OF ELEVATOR WANTED.

Grain Dealers Journal: I would like to have a reader of the Journal give me a complete plan of an elevator, from 15,000 to 20,000 bus. capacity. I would like to know how many spikes it takes to crib.

Are all houses built now equipped with cleaners? Does it pay in a corn and oats country?—R. A. Maarsingh, mgr., Springfield, S. D.

WARNING TO SHIPPERS; CARRIER HAS TWO NAMES.

Grain Dealers Journal: We brot suit against the C. B. & Q. Railroad Co. for shortage on oats to the amount of \$11.50 before a Justice. One car was leaking at end and side and the other had seals broken and door open according to the reports of Weighmaster Goodwin of the Kansas City Board of Trade. The Justice gave us judgment.

The company fot the case. It claimed we had sued the wrong company. That it was thē C. B. & Q. Railway Co. and not Railroad Co. That these were two separate and distinct corporations. The company got out a writ of error and carried the case to the district court. The papers were supposed to have been served on the agent of the C. B. & Q. Railroad Co. He swore that he had nothing to do with the C. B. & Q. Railroad Co., but is the agent for the C. B. & Q. Railway Co.

Had he the right to accept service and notify the railroad company and appear as a witness if he was not their agent, or had he nothing to do with them? Are there two distinct corporations? It is claimed the old company was Railroad Co., incorporated under the laws of Ill., and that the C. B. & Q. Railway Co. is the new company incorporated under the laws of Iowa.

We brot suit in January against the C. B. & Q. Railroad Co. and its supt. came down and adjusted the matter.

A stock buyer brot suit here this winter against the C. B. & Q. Railroad Co. and they settled with him.

Our claims have always been filed against the C. B. & Q. Railroad Co.

and we have collected some of them after waiting a long time. I would like for you to advise other dealers to be careful to bring suit against the C. B. & Q. Railway Co. instead of C. B. & Q. Railroad Co., as this is a new deal they have got onto, to beat honest claims. We will bring suit against the Railway Co. as soon as we get the Railroad Co. deal settled.—Abraham & Randolph, Prescott, Ia.

Fate of a Receiver Who Forgot to Remit.

One of the most unique schemes for fleecing country shippers that has been brought to light for some time is that of the Adams Grain & Commission Co., John A. Adams, organizer, with a "printed" capital of \$150,000, who opened offices in Milwaukee.

Adams arrived in Milwaukee a short time ago with a total capital of \$1; and, representing himself as the Adams Grain & Commission Co., which was to move its general offices from Kansas City to Milwaukee, obtained credit to the amount of about \$1,000, without any security. He secured a three years lease to a store building; furnished the office; hired three stenographers and leased typewriters. He then advertised and was able to lure a couple shipments of eggs which he sold, at market price, but failed to remit to the shippers. He was arrested at the instance of the Postal Authorities, who charge he was using the mails to defraud.

When brot into court Adams was confronted by his three stenographers who testified that they had not received any compensation for their services while in his employ; also two of the egg shippers. He was held to the U. S. Grand Jury, fall term, with bail fixed at \$1,000.

All of the information given by him has been run down and found to be false and his real identity has not yet been established. His short operations are supposed not to have netted him much.

Adams, No. 4001, whose portrait obtained of the Milwaukee Police Dept., is reproduced herewith is about 38 yrs old, weighs 140 lbs.; is 5 ft. 4 $\frac{3}{4}$ ins. high; has curly chestnut hair, azure blue eyes and is of German-American descent.

Fifty thousand acres of irrigated lands are being opened for settlement this year in Routt County, Colo.



John A. Adams of the Adams Grain & Commission Co.

The Green Bug.

BY A. B. KENNETT.

The year 1907 promises to be long remembered as the one in which the green bug, *Toxoptera graminum*, devastated the wheat and oats crops of Texas, Oklahoma and southern Kansas. This wheat louse is found in the southern states every year, but never before have its depredations been so widespread and so destructive.

The temperature of the winter and early spring months has been exceptionally favorable to the wheat plant louse because, while not checking its own breeding to any extent, the absence of dry and warm days prevented its predaceous and parasitic enemies from operating to any extent.

Over large areas in Texas the wheat and oats crops have been completely destroyed by the little pest; great damage has been done in Oklahoma and the bug is now reported in the southern counties of Kansas. Its appearance in the north is three weeks earlier than at the time of its last invasion in 1901, and time remains for it to ruin the wheat crop of this leading wheat state. It has also been reported in Missouri and southern Illinois.

Secretary Coburn of the Kansas State Board of Agriculture, who has distinguished himself for timely reports upon crop damage, declares that "This is the time of year for the professional wheat destroyers to begin operations and a 'green bug' is probably as convenient a medium as any. Of course the wheat must be destroyed several times between now and harvest, and I am surprised that those who attend to this did not begin much earlier. I judge the 'green bug' is a pleasing fiction, but he does first rate as a starter."

Mr. Coburn is an optimist. He usually waits to make a report until the crisis of the unfavorable conditions has passed, to tell the farmers what a narrow escape they have had, and that the state of Kansas, which he loves more than a senatorship, will yet harvest a good crop.

The most striking characteristics of the spring grain aphid are the extreme rapidity with which it multiplies, and the tremendous slaughter of the pest by its parasites.

The progeny of a pair of green bugs in the course of a period of 6 days, are said by a scientific journal, to aggregate the weight of an elephant. Professor Buckton has shown that one species of aphid

might give origin, at its normal rate of unchecked multiplication, to over 33,000,000,000,000,000 of plant lice in a single season, equal in weight to more than a billion and a half of men. Professor Forbes of Illinois truly declares that "Plant lice are among the most prolific of insects."

While the green bug overwinters in the egg state, it also, especially south, exists as a female in the fields, and will breed even when the temperature falls below the freezing point. Even as far north as

of reproduction continuing as long as food is plenty and the weather mild. Experimentally, reproduction of this kind has been continued for several years in succession without any tendency to develop sexed individuals or to produce eggs.

In the engravings herewith Fig. 1, *a* represents a winged viviparous female much enlarged, and *b* its antenna, highly magnified; Fig. 2, *a*, wingless female; *b*, larva; *c*, pupa, much enlarged. The *Toxoptera graminum* was first described



Fig. 2.—The Spring Grain Aphid (Green Bug) *a*, Wingless Female; *b*, Larva; *c*, Pupa. Webster, Circular 85, Bureau of Entomology, U. S. Dept. of Agr.

St. Louis and Cincinnati during mild winters Professor F. M. Webster has found that the species breeds in this way during the entire winter, tho the eggs deposited in the fall probably do not hatch under such low temperatures.

Early in spring as soon as there is a trace of reviving vegetation the eggs hatch. The insect that now appears is wingless, and usually remains so, but grows rapidly by sucking the plant juices, and soon begins to produce living young. The rate at which they are born varies, but as many as eight living young have been observed within a period of 24 hours from one specimen; and it is not unusual to find early in the season, a single large louse surrounded by a group of anywhere from a dozen to 20 or even more small specimens. In experiments with a winged female in Indiana Professor Webster obtained 37 offspring within the period of 18 days, and at the end of this time some of her first born were themselves grandmothers. The young that were first brought forth are in turn ready to reproduce in 5 or 6 days, and they also form little colonies, this method

by Dr. C. Rondani in 1852, 30 years prior to its discovery in America. In June, 1884, it was found on wheat in Maryland; and when found in 1884 it was not at all injurious.

In 1890 the green bug first broke out as a serious pest, proving disastrous to wheat and oats over a section of country extending from Texas to northern Missouri, thru southern Illinois and Indiana to eastern Kentucky and Tennessee. Oats were destroyed as far north as Franklin, Ind.

In 1901 the green bug again broke out, doing serious damage to wheat in Texas, tho not extending farther north than Oklahoma. The wheat crop of Texas was cut down from 23,000,000 bus. in 1900 to 6,000,000 bus. in 1901, by the green bug.

Natural enemies control the ravages of the green bug. The aphid is devoured by lady beetles and their larvae, and myriads of the pest are destroyed by a winged fly depositing an egg in the body of the *Toxoptera*. The egg hatches and the fly cuts its way out to begin laying eggs in other hosts. Professor E. Dwight Sanderson states that in Texas the natural enemies ordinarily destroy such large numbers of the pest that it is held in check thereby. Professor Sanborn of the Texas Department of Entomology has found that "Whenever the parasitic and predatory enemies multiply to such an extent that the green bug food material depreciates in quantity to a minimum these enemies disperse and die. This period is the interregnum when no green bugs are noticed by the farmer and it generally lasts from 5 to 7 years. On account of the scarcity of food material the enemies spoken of become almost extinct. Meantime the few sporadic green bugs which have by flight and seclusion escaped the depredations of their enemies again begin to flourish and continue so until checked by the return of its enemies."

Following the spring rains there usually comes, sooner or later, a period of dry warm weather, and whenever such a period comes the aphides very soon disappear. Their parasites, no longer de-



Fig. 1.—The Spring Grain Aphid, Green Bug, (*Toxoptera graminum*) *a*, Winged Migrant; *b*, antenna. Webster, Circular 85, Bureau of Entomology, U. S. Dept. of Agr.

terred from activity by cold and wet, immediately begin to breed with extraordinary rapidity and bring about their practical destruction, says Professor Webster.

No remedy is possible in case of attack by this insect, says Professor C. L. Marlatt, first assistant entomologist of the U. S. Dept. of Agri. Direct application of insecticides to growing grain is out of the question, and there are no mechanical means of destroying the lice. One can only await the providence of the weather conditions and the action of natural enemies.

Hot Corn Observations.

When those who make it a business to ship corn into the great consuming sections of the South, are absent from their respective offices for an unusual length of time, and business patrons inquire about said merchants the help is likely to reply that they have just taken a little vacation, and have gone South for their "health."

Yes, 'tis true, but most likely it is financial, and not physical health that lures them away from their desks, for verily those warm Southern days in March and April were hot corn breeders and lucky was the dealer who escaped a loss thereby.

Various causes are ascribed to the unprecedented heated condition of corn so early in the year. One dealer suggests that since the year 1902 when there was so much poor corn raised, the farmers have been using seed which was the product of that years unmaturing crop, and hence they can expect to reap only what they sow. Said dealer believes that unless new and untainted seed is bot and bred by the farmer that we will have a repetition of this year's trouble in the future.

The farmers are also charged with not taking proper care of the corn after they have husked it. Oftentimes it has been stored in open cribs, and snow and rain have been allowed to beat upon it. Again it is said the corn is husked, immediately shelled, and hauled to market before it has been properly cured, is bulked, and naturally gets into a heated condition. Finally, the dealer believes that the unprecedented hot weather we have had at the very time the corn should be properly cured has necessarily been followed by a heating condition, for no one needs to be

told that where heat and moisture come together there will be steam, and that is the trouble with vast quantities of corn to-day.

A great deal of trouble might have been averted if St. Louis had a few driers. No doubt St. Louis suffered more than any other market. It seems rather ironical too that a terminal market which is so well equipped with elevators and other necessary facilities for handling grain should have failed to recognize the value of driers.

But St. Louis is simply the frontier of the hot corn district. It is farther South in the great consuming districts that one really gets into the hot corn belt. It is a safe and truthful statement to make, that recently there was not less than 5,000 cars of hot corn in the South, some of which will be saved, much beyond redemption. On the eighth of April it was reliably reported that there were over 450 cars of hot corn in Nashville, most of it belonging to other than Nashville dealers.

In Macon, Ga., there is now at least 60,000 bus. of warm corn spread out on the floors of the warehouses, which is being turned daily by a black scoopers brigade.

In Cairo one dealer has at least fifteen cars of hot corn spread out on the floor of his immense warehouse which must be daily subjected to an airing. And so examples might be mentioned indefinitely.

It is certain however that the Southern consumer has not been the main sufferer in this calamity. In the early stages of the business a considerable quantity of corn was purchased by the consumer, shippers weights and grades, but the Southerner learned his lesson quickly for now nothing is purchased except on a basis of destination weights and grades. It is a fact that a great many shippers sent corn to Southern points on those terms and it was rejected because the consumer saw an opportunity to take advantage of the unusual prevailing conditions, and thereupon purchased the corn at a big reduction.

On the other hand protests were made that were entirely just and the shippers who went south to "visit relatives" learned to their financial sorrow that corn which they surely thought would go thru to destination safely was black hot. Very often the corn was abandoned by the shipper who would pay the freight and leave it for the railroad companies to pick

out of the cars and dispose of the best way they could.

Of course the deplorable car shortage has added greatly to the losses of every grain dealer no matter in what way he was connected with shipping corn. At the present time the car situation in the South is improving. Shippers in the producing territory have been refusing to take chances on losing any more money, and the South has consequently become more lenient in its requirements for it must have corn. Driers in Cairo and Nashville have saved thousands of dollars for the dealer, and have done much to improve a bad hot corn situation.

Death of Old Iowa Grain Shipper.

Michael C. Ott was born in Bureau, Ill., Aug. 31, 1840, and died in Iowa City, Ia., Apr. 12, 1907, of heart trouble. For the past fifteen years he has been



M. C. Ott, Wilton, Ia., Deceased.

engaged in the grain business in Wilton, Ia., where he was well known and highly esteemed. The first sixteen years of his life were spent in Jefferson County, New York. At this period he returned to Illinois and lived with his father until May 21, 1861, when he returned to New York, enlisted in Co. I, 24th N. Y. Infantry and served for three years. In July, 1864, he was married to Frances E. Blanchard, at Hannibal, N. Y., who, with five children, survive husband and father.

Some philosopher has said, "The evil men do lives after them, but good is oft interred with their bones." In considering this lamented father, soldier, and citizen the above truth would not seem to be applicable, for the good he accomplished, and the example of a noble life which he lived will live forever in the memory of those who knew Michael C. Ott.

A Big Ear of Corn from Kansas.

A citizen of the Sunflower State who knows that Kansas produces as large corn as can be found anywhere was moved to smiles by efforts of our Hoosier friends

to capture all of the prizes for large ears of corn; hence employed a hundred men, rolled a large ear of corn from a neighboring field onto a flat-car and had part of it photographed as is shown by engraving reproduced herewith.



A Small Ear of Corn from Kansas.

Copyright 1907 by Geo. B. Cornish.

The May 10 crop report of the government will cover the condition of winter wheat and rye, the abandonment of winter wheat area and the portion of spring plowing and planting already done.

A grain trade court of arbitration has been instituted at Duisburg, Germany, for settling disputes arising from incidents in foreign trading. There is a court of this nature at Rotterdam, but this new court will be independent of it.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—T. H. Bunch's large eltr. narrowly escaped burning Apr. 14 when a pile of trash in the cupola caught fire. Employees extinguished the flames.

Little Rock, Ark.—The original copies of the Moore-Hartsill anti-bucket-shop bill were stolen by the bucket-shop men and alterations made in the copy to be engrossed, so that Mr. Moore declares it will be necessary to re-pass the bill to make it valid.

CALIFORNIA.

San Francisco, Cal.—The California legislature has passed the bill regulating the sale of bags made at the prison factory at San Quentin. Not more than 3,000 bags are to be sold to one customer. If any grain bags remain unsold after May 15 the prison directors may sell them at the price fixed prior to that date, until Oct. 15.

San Francisco, Cal.—The new pure food law will go into effect Jan. 1, 1908, and the manufacture of food in violation of the act is prohibited after July 1, 1907. The law follows that of the federal government and will include feeds. The law establishes a state laboratory for the analysis of foods and drugs and appropriates \$20,000 for its maintenance.

San Quentin, Cal.—In its investigation of the purchase of large quantities of grain sacks by certain dealers and the retailing of the bags to wheat growers, the director of the prison recently received the following statement from Fairfax Wheelan of the Southern Pacific Milling Co.: We are simply agents of farmers who, in most cases, are unable to put up the required 10 per cent and pay the balance on delivery of bags. They are principally small consumers. Every January we have an agent, accompanied by a notary public, visit all farmers in our vicinity to secure their applications. If our agent thinks the amount asked for by the farmer is too large, we do not accept his application. On account of varying climate it is impossible to estimate in January, February or March the number of sacks required for the season, as a week of bad weather would decrease the output. In 1881 the oat, wheat, barley and corn crops were 50 per cent larger than in any previous or later year. We advance money on bags, charging the farmer 6 per cent for it and 1 cent freight and take a chance of having the bags on our hands in a poor year. Those refused are sold to other customers at the same prices and those not customers at market prices.

CANADA.

Killam, Alta.—It is expected that the Hall Eltr. Co. will build an eltr.

Teulon, Man.—T. J. Hare is interested in the promotion of an eltr.—R. F. R.

Estevan, Sask.—The Estevan Farmers' Eltr. Co., incorporated, capital stock \$10,000.

Redvers, Sask.—The town is endeavoring to interest eltr. men to build an eltr. L. T. McLandris is interested.—R. F. R.

Griswold, Man.—Harold J. Hart and J. Smith Hitchcock, representing English capitalists, have purchased the grain business of A. D. Chisholm.

Edmonton, N. W. T.—The Dow Cereal Milling Co., of Pilot Mound, Man., contemplates erecting a cereal mill on a site to be granted by the Edmonton council.

Fort William, Ont.—Eltr. D will be rebuilt by the Canadian Pacific Ry. Several of the old storage tanks will be torn away to make room for the new working house which is to handle 200 cars per day.

Winnipeg, Man.—The Canadian Consolidated Flour Mills, incorporated, with a capital stock of \$1,000,000; incorporators, James Innes of Hartney, Valentine Schwalm of Glenboro, Peter Broadfoot of Gladstone.

Winnipeg, Man.—Police raided the offices of the Canadian Stock & Grain Co. on Apr. 13, taking into custody Geo. W. Wood and his employees on the charge of conducting a bucket-shop. After a preliminary hearing during two months Geo. W. Wood, on Apr. 11, had been remanded for trial on another charge of keeping a bucket-shop.

It is probable that the Canadian Government will increase postage on periodicals from the United States when the postal treaty between the two countries expires May 7. Canadian readers of American magazines should not fail to notify the postal authorities which journals they prefer in hopes that rates now granted may not be changed.

Winnipeg, Man.—Cars loaded with grain have been on the road four months without reaching an inspection point, being held at unknown points thru the mismanagement of the railroads. The Dominion Eltr. Co. holds B/L for car No. 1794 shipped from Fort Saskatchewan Nov. 23, and for car No. 37692 shipped from the same point Dec. 3, and neither have reached destination.

Winnipeg, Man.—Congestion of traffic on the lines of the Canadian Northern Ry. has become so serious that the Canadian Pacific has placed an embargo on shipments destined to points on the Canadian Northern. Cars of the C. P. R. are not released to the C. N. R. In reply to complaints to the Dominion Transportation Commission Secy. C. N. Bell of the Grain Exchange recently was informed by the commission that an operating expert has just been appointed to investigate, and that the Commission has instructed an engineer to find where conditions hinder traffic. Frank Dillinger, the Commission's special representative, on Apr. 19, wired the Commission that the only method of relief was for the C. P. R. to take over the operation of the Regina branch of the C. N. R.

Winnipeg, Man.—In its contest with the Grain Growers Grain Co. and the Manitoba legislature over the exclusion of the co-operative concern from membership the Grain Exchange has been victorious. The Grain Growers Grain Co. undertook to rebate commissions on grain to its customers, contrary to the rules of the Exchange. The rebating of commissions is so destructive of correct

business methods that the Exchange was prepared to surrender its charter rather than submit to a regulation that would make that charter worthless. The directors of the Grain Growers Grain Co. yielded by adopting a resolution that "The proposed co-operative method of dividing profits, outlined in the circular of the company, dated Sept. 5, 1906, is hereby abandoned." Accordingly, the company agreeing to abide by all of the rules, its representative, John Spencer, was, on Apr. 15, granted membership in the Grain Exchange as a duly registered firm.

CHICAGO.

Memberships in the Board of Trade are selling at \$1,800.

Phelps, Delaney & Co. will remove May 1 to the Royal Insurance bldg.

One-half the annual dues of members of the Board of Trade became payable Apr. 22.

Elias F. Fursman, general manager of the coming Corn Show, and one of the best known corn growers in the country, died Apr. 13, aged 70 years.

The sale of the Columbia Eltr. property by the Armour Grain Co. to the C. B. & Q. Ry. Co., which was negotiated last winter, has now been closed. The plant has stood idle for years.

The Joint Transit Committee has issued amendment No. 5 to J. T. P. Circular No. 4, extending to April 30, inclusive, the time limit on all recorded freight bills which expired during the months of January, February, March and which will expire this month, thus giving not only the current proportional rates east, according to origin of the grain, but the proportional rate west of Chicago earned at the time shipments were transported to this market.

Applications for membership in the Board of Trade have been made by A. J. Clark, R. B. Clark, Peter P. McLaughlin, George A. McClellan, Leeds Mitchell, Walter L. Johnson and Thomas W. Keelin, and Harold B. Wrenn, William R. Busenbark, Walter E. DeLand and Albert C. Lester, Roy F. Yarlott have applied for transfers of membership. New members admitted recently are L. R. Atkins, A. D. Wood, A. G. Thomson, J. B. Hogarth, W. Babcock, T. F. Boecker, J. M. Hooper and C. L. Childs.

E. B. Boyd, manager of the transportation dept. of the Board of Trade on Apr. 20, issued a bulletin: "We are advised that western roads will change their local rates on grain from Illinois points to Chicago to conform as nearly as possible with their proportions of through rates to the seaboard under the new adjustment. There will be some exceptions to this basis, but not very many. We are not informed at this time just what points are included among these exceptions and shall have to await the publication of tariffs, which will be issued very shortly, of individual western roads for definite information."

E. B. Boyd has issued the following circular: On Illinois grain covered by the new rates of April it is necessary that paid freight bills shall be recorded with the Joint Transit Bureau, 42 Board of Trade Bldg., within 12 days after delivery of the grain; and on grain from points west of the Mississippi River and north of the Illinois-Wisconsin State line, bills should be recorded without interruption, as has been the case in the past. The necessity for recording such bills

is obvious when it is understood that unless recorded freight bills are presented from this territory on and after May 1st, the local rate of 19x5c will be assessed. If railroads do not present their bills for collection within 10 days from the notice of arrival of cars, shippers should immediately report such omission to the Joint Transit Bureau, 42 Board of Trade Bldg., that a record may be made and their transit privileges protected. This obligation rests with the seller or buyer, whatever is the custom to-day, but should be attended to to protect their rights.

The new inspection and warehouse law, which was published in full in the Journal Apr. 10, was discussed at a special meeting of the directors of the Board of Trade Apr. 17. The changes to be made in the warehouse law of the state are so important the directors deemed it best to send Pres. Sager, and Directors Edward Andrew and John J. Stream to Springfield to confer with the committee on warehouses of the Illinois house which has the bill in charge. Since last winter Chief Grain Inspector W. Scott Cowen has been at work perfecting this bill with a view to strengthening the inspection law, bringing all grain inspectors in state under one head and making the grades uniform everywhere. The bill has been replaced by No. 848, which in turn has been amended until it is said to protect the interests of the grain trade.

COLORADO.

Colorado Springs, Colo.—Extensive improvements are being made by the Seldomridge Grain Co.

IDAHO.

Elva, Idaho.—The Gem State Mill & Eltr. Co. has been incorporated.

Sweetwater, Ida.—I hear so much complaint by grain men about shortage of cars. Some of those fellows might do like we have been doing lately. That is, we have shipped in coal and flat cars whenever we could get them. Don't say a word about box cars for we don't get one a month.—Peter Muench.

ILLINOIS.

Monroe Center, Ill.—I have let the contract for an eltr.—W. Nashold.

Arrowsmith, Ill.—B. N. Reed has been made manager of the Arrowsmith Grain & Coal Co.

Redmon, Ill.—I have succeeded to the grain business of M. J. Lee at this point.—John Lawson.

Pawnee, Ill.—The J. L. Brainerd Grain Co. of this place will erect an eltr. at Sicily, four miles east.

Wyand, Ill.—Alonzo Dart, formerly grain buyer at this place, died Apr. 23 at Chicago, aged 70 years.

Yorkville, Ill.—An eltr. has just been completed here for Jeter & Boston by the Younglove Construction Co.

Granite City, Ill.—The Corn Products Co. has let the contract for a 100,000-bu. eltr. to Jas. Stewart & Co.

Manito, Ill.—W. H. Scott of Pekin has been appointed manager of the Smith-Hippen Co. eltr. at this place.

Decatur, Ill.—The Cincinnati Grain Co. has opened a branch office here with Peter Van Leunen as manager.

Humboldt, Ill.—Cuppy Bros. have purchased a No. 2 U. S. Corn Sheller for their eltr. of the B. S. Constant Co.

Monticello, Ill.—The 40,000-bu. eltr. of the Monticello Grain Co. is being equipped with iron spouting, water-tight eltr.

boot, patent chain feeder and self-locking rail dump furnished by the B. S. Constant Co.

Pekin, Ill.—Turner-Hudnut Co. is to begin immediately the erection of two large steel grain tanks on the river.

Tuscola, Ill.—The American Hominy Co. is planning the erection of an eltr. that will store 100,000 bus. of grain.

Carlock, Ill.—Wm. Ernst is making improvements in his eltr. and installing machinery furnished by B. S. Constant Co.

Edwardsville, Ill.—The Valier & Spies Milling Co. of St. Louis is making preparations to build its new eltr. The lumber is on the ground.

Frankfort, Ill.—H. S. Barker is a bankrupt and confined in the penitentiary for an indefinite term on a charge of misappropriation of public funds.—Citizens' Bank.

Metcalfe, Ill.—The eltr. of H. G. Epps burned Apr. 17. The building was completely destroyed with 80,000 bus. of corn which was stored in cribs nearby. Loss, \$65,000; insured.

Sadorus, Ill.—H. I. Baldwin & Co., who recently purchased the eltr. of Nichols & Son, have completed the erection of a new office bldg. and have installed a new set of scales.

Dwight, Ill.—Austin Gibbons has purchased the C. I. & S. R. R. eltr. and will take possession May 1. He formerly operated the eltrs. owned by Pope & Eckhart Co.—G. L. Kern.

Springfield, Ill.—Representative Pierson has introduced a bill in the Illinois legislature prohibiting bucket-shops. The penalty is fine not exceeding \$1,000 and imprisonment not exceeding two years.

Urbana, Ill.—The S. W. Love Eltr. Co. is the name selected by the company erecting an eltr. on the Wabash R. R. Its capacity will be between 15,000 and 20,000 bus. George Brownfield will manage the eltr.

La Place, Ill.—Grain dealers here are having considerable trouble to keep their corn from heating. V. Hawthorne has been forced to run his eltr. quite often at night in order to keep the corn moving, so that it would have no chance to heat.

Dana, Ill.—R. A. Ensign & Co. have sold their eltr. to Paul Beutke, formerly of Long Point, and for the last three years in the grain business at Blackwell, Okla. Mr. Ensign joined a company which has purchased a bank at Hudson.

Ellis Sta., Armstrong P. O., Ill.—The postoffice of this station was erroneously given in this column Apr. 10 as Vanwood. The only shipper at Ellis, Vanwood P. O. is R. C. Cox; while the purchaser of Wood & Wood's eltr. at Ellis, Armstrong P. O., is Fred Basse.

Leroy, Ill.—The Zorn Grain Co. has been working over time lately in its endeavor to save an eltr. full of hot corn. The unusually warm weather and the bulked corn produced heat that rotted the corn rapidly and it was only by turning it continually that it could be saved.

Alvin, Ill.—Fred E. Mann, of the firm of Witherspoon & Mann, disappeared very suddenly from his home recently and up to this time has not been heard of. While there were many rumors afloat that were not flattering, yet nothing to detract from his character has been substantiated.

Sidell, Ill.—James Alkire, who runs the eltr. of Bartlett, Kuhn & Co., was found unconscious in the engine room recently.

He had been working with the gasoline engine, which was out of repair, and it is supposed was overcome by gas escaping from the engine. He is getting along nicely.

Cairo, Ill.—The records of this office do not disclose the incorporation of companies under the laws of this state by the names: Illinois Grain & Hay Company or Illinois Hay & Grain Company, nor that foreign corporations by those names have qualified to transact business in this state.—James A. Rose, Secretary of State, Springfield, Ill.

Hull, Ill.—Dow & King of Pittsfield have bot the eltr. of Barney Miller, also the ground, sheds and other shipping facilities at Shinn. In addition to these purchases the firm has eltrs. at Fall Creek, Kinderhook and other points in that vicinity. Barney Miller, who has been shipping from this station for a number of years, will go into other business.

Springfield, Ill.—The Illinois house has passed H. B. No. 713, appropriating \$60,000 for the use of the commission to select a site for a proposed state building at Chicago to cost half a million dollars and contain all the state offices. The inclusion of the grain inspection office in the list is impracticable unless the building is erected near the center of the grain trade.

Springfield, Ill.—Opposition has developed to the bill prepared by the Illinois Grain Dealers Ass'n, published in full in this column Apr. 10 as senate bill No. 411 and house bill No. 636. The warehouse committee accordingly decided to call a hearing of those in favor and against the measure on Apr. 18, after which the bill was referred to a subcommittee and practically killed.

More grain dealers are expected to be in Chicago on June 11 and 12 than at any other time in the history of the trade. The occasion for this large gathering of grain men is the 14th annual meeting of the Illinois Grain Dealers Ass'n to be held on those days at the Auditorium hotel. All dealers are invited to bring their ladies to the meeting, as there will be special entertainment for the ladies.

St. Joseph, Ill.—Current Bros., successors to A. L. Current in the grain business at this place, have taken charge. Fay R. Current, of Homer, will be the resident manager. He was associated with A. L. Current when they purchased this plant from L. W. Porterfield a few years ago. The intention of the firm is to erect a complete new modern eltr. in the near future, and the old one will be torn down.

Abingdon, Ill.—Geo. S. Dole has moved his eltr. fifty feet closer to the siding so that he can load his grain directly from the eltr. into cars. As the building is on a high knoll the track is fifteen feet below the foundation of the building. This, however, gives plenty of fall for the grain and makes loading an easy task. Mr. Dole has also enlarged his dump and made other improvements about the building that will greatly facilitate his work.

Springfield, Ill.—The house committee on judiciary has approved Schaefer's anti-tip bill and their approval is warmly seconded by all the grain shippers of Illinois. House Bill No. 614 prohibits train crews from receiving tips or commissions. Mr. Schaefer said the particular thing aimed at was the practice of railroad employes in "holding up" the

country grain shipper for money before they would give them cars in which to ship grain. "The small dealers in the grain belt have an awful time to get cars," says Mr. Schaefer. "The dealer who will pay the conductor of a freight train \$5 can get cars as a general rule; otherwise he cannot."

Assuming a corporate name without being licensed to do business as a corporation by the state is a serious offense and such corporations have no standing in state courts. The Criminal Code, Sec. 220, provides that, "If any company, association, or person puts forth any sign or advertisement and therein assumes for the purpose of soliciting business, a corporate name, not being incorporated, or being incorporated puts forth any sign or advertisement assuming any other or different name than that by which it is incorporated, or authorized by law to act, such company, association or person shall be fined not less than \$10, nor more than \$200, and a like sum for each and every day he or it shall continue to offend, after having once been fined." The courts have held that in order to secure a conviction under this section intent of fraud must be proven.

Peoria, Ill.—The directors of the Peoria Board of Trade on Apr. 9 appointed a delegation to go to Springfield to oppose the enactment of the grain inspection bill introduced in the Illinois legislature by Representative Covey and published in full in the Grain Dealers Journal for Apr. 10. Peoria has always maintained its inspection department under the authority of the Peoria Board of Trade and made its own rules for grading. The chief grain inspector and his deputies have been selected for their fitness without regard to politics, with such satisfaction to the local grain trade that the members of the Board are unwilling to turn over the grain inspection to the state authorities. It is said where now the Board employs 5 inspectors the new law would require 10 men to be appointed by the state. The members of the state board of railroad and warehouse commissioners assured the Peoria men that it was not their intention to interfere with the present inspection of grain at Peoria.

INDIANA

Any bucket-shop in your neighborhood? Do the sharpers heed the law?

North Liberty, Ind.—Finch Bros. are making extensive improvements in their eltr.

Burrows, Ind.—We are successors to Kerlin, Son & Lane.—Frank Justice & Co.

Gas City, Ind.—Warren Spiker of Washb contemplates erecting an eltr. with a capacity of 25,000 bus.

Richmond, Ind.—The Phoenix Stock & Grain Co. has closed its office, fearing the new bucket-shop law.

Onward, Ind.—C. W. Montgomery has installed in his eltr. a No. 3 U. S. Corn Sheller bot of the B. S. Constant Co.

Kentland, Ind.—Kent Grain Co. is the name chosen by C. C. Kent and A. D. Washburn, successors to the Rider Grait Co.

Crawfordsville, Ind.—A. E. Reynolds on Apr. 9 was elected pres. of the Indianapolis, Crawfordsville & Western Traction Co., a new interurban, which is

expected to run its first cars from between this city and Indianapolis by June 1.

West Point, Ind.—The car situation has been much better in the last few weeks and we have our eltrs. clean.—N. B. Ford, Agt. Crabbs, Reynolds, Taylor Co.

Ash Grove, Ind.—Crabbs, Reynolds, Taylor Co. have equipped their new eltr. with Constant's No. 1 U. S. Corn Sheller, which has a capacity of 1,500 bus. per hour.

Lebanon, Ind.—John A. Chambers, of Walker & Chambers, who recently purchased eltrs, at Wheatland and Friction, will be married Apr. 30 to Miss Stella Walker.

Evansville, Ind.—We have a good outlet to the South and Southeast and have been in shape to furnish an immense amount of kiln-dried corn, as we have perfect facilities for drying corn.—R. C. Kuhn, Bartlett, Kuhn & Co.

Terre Haute, Ind.—The American Hominy Co., which suffered a total loss of its building about two months ago by fire, expects to be ready to move into its new building, erected on the site of the burned structure, in about sixty days.

Huntertown, Ind.—A hot box started a fire in the eltr. here last week and before the flames had been subdued about \$200 worth of damage had been done to grain by the fire and water. The eltr. is the property of the Berne Grain & Hay Co.

Indianapolis, Ind.—The one of the pure feed bills was killed in the Indiana legislature, another measure was passed, and contains the same objectional provisions that were fought by the millers, who will be put to considerable inconvenience and expense in meeting its requirements.

Evansville, Ind.—W. H. Small & Co. expect to enlarge their eltr. this summer. They have just completed an all concrete steel reinforced seed warehouse of 80,000 ft. storage capacity. It has a couple of small eltr. legs in it for elevating grain and is equipped with cleaning machinery of modern type.

Greenwood, Ind.—John A. McComas of Fortville, who recently purchased the eltr. and mill of H. E. Kinney, writes that he has formed a partnership with his brother, F. P. McComas, of McComas & Hornbeck, Ockley, Ind., to operate the plant, under the name of McComas Bros. F. P. McComas will take charge of the business at once.

Pence, Ind.—We have not brot suit against the C. & E. I. R. R. for \$3,000, as stated in the Grain Dealers Journal. Neither do we intend to. If we were to bring suit it would be for more than \$3,000, as our loss has been far greater than that the past winter. We had 20,000 bus. corn in our eltr. at one time, on which the discount was about 10c per bu., besides the loss in weight, which was not little, as the corn was so bin burnt it was mahogany corn.—Pence & Goodwine.

INDIAN TERRITORY.

Vinita, Ind. Ter.—The Oswego Eltr. Co. will move to a new location and will build this summer. The Cherokee Grain & Eltr. Co. is doing good business, and they will build a new one at Big Cabin.—M. D. Donald.

IOWA.

Westfield, Ia.—H. H. Dwight will erect an eltr.

Beaman, Ia.—The Farmers Eltr. Co. is deciding on a location to build.

Traer, Ia.—Glenn Buchanan is the new manager for the Northern Grain Co.

Rembrandt, Ia.—The Farmers Eltr. Co. is negotiating for the purchase of the eltr. of the Skewis Grain Co.

Ireton, Ia.—The Terwilliger & Dwight Co. has sold its eltr.—The Fields & Slaughter Co. of Sioux City, Ia.

Aurelia, Ia.—The Farmers' Eltr. Co. has secured a site and will begin erection at once. It will cost about \$7,000.

Marengo, Ia.—Geo. G. Baker, who was reported to have traded his eltr. for a farm, is still in the grain business here.

Whiting, Ia.—F. E. Smith, of Tennis has purchased the eltr. of Geo. H. Elliott & Son. Mr. Elliott will give possession at once.

Forest City, Ia.—There is no Farmers Eltr. Co. here; neither is there any agitation, as reported in this column Apr. 10.—Chas. Rippe.

Odebolt, Ia.—Albert E. Cook, a farmer, who recently suffered \$10,000 loss by the burning of his eltr. and gasoline engine, will rebuild.

Union, Ia.—The Farmers Co-Operative Eltr. Co. incorporated; capital stock \$10,000; incorporators, W. H. Rogers, H. C. Chapin and others.

Schaller, Ia.—The end of the Western Grain Co.'s eltr. gave way recently and thousands of bushels of grain ran over the railroad switch.

Osgood, Ia.—J. E. Stockdale and F. E. Albertson of Estherville have purchased the eltr. of the Fahnestock Eltr. Co., and expect to take charge in July.

St. Ansgar, Ia.—The Mitchell County Co-Op. Ass'n is now doing business under the name of Lumber & Grain Co. with the same officials.—C.

Des Moines, Ia.—The annual meeting of the Iowa Grain Dealers Ass'n is not to be held until July and the dates are expected to be about the 12th and 14th.

Armstrong, Ia.—J. P. Coffey of Luverne, Minn., expects to rebuild his eltr. here this summer. The Younglove Construction Co. has the contract for the work.

Reinbeck, Ia.—Ware & Leland have established a branch office here with private wires to the Chicago Board of Trade, of which they are members. W. F. Fearer is local mgr.

Waterloo, Ia.—Lamson Bros. & Co., of Chicago, have established a branch office in charge of Sievert & Larrabee, for the purchase of cash grain and the execution of orders for future delivery.

Charles City, Ia.—The Farmers Exchange Co. is a new company, composed of about 125 farmers, in the grain business. They have purchased the eltr. formerly operated by O. O. Helgen & Sons.—C.

Des Moines, Ia.—The state railroad commission on Apr. 17 stated that the railroads and the shippers were expected to get together on a basis of rates, and the Commission then will establish a schedule of joint rates.

Rodney, Ia.—C. C. Smith has disappeared owing \$400 to the Neola Eltr. Co., for whom he was agt. His wife knows not where he has gone, and his

departure is a mystery, since he has borne a good reputation.

Sheldahl, Ia.—B. A. Lockwood Grain Co. of Des Moines, is equipping its eltr. with Constant's Chain Feeder and Conveyor located in a storage, and which fills as well as empties the bins by means of the Constant Drag Chain.

Spencer, Ia.—The farmers interested in an eltr. have organized, and directors are Wm. Goodale, L. E. Laprant, John Hetcham, C. M. Kilpatrick and others. They are in favor of buying one of the eltrs., instead of building a new one.

Sioux City, Ia.—The Sioux City Terminal Eltr. Co., which is erecting a house, recently was granted 10-years' exemption from taxes by the city council, as the stockholders are investing not for profit but to build up the local grain market.

Lamoni, Ia.—J. W. Smith has sold his interest to Rauch Bros. and the Smith-Rauch Grain & Seed Co. has been succeeded by the Rauch Grain & Seed Co., composed of H. T., F. W. and C. R. Rauch. Mr. Smith has retired from the grain business and has purchased an interest in an automobile company.—Rauch Grain & Seed Co.

Randolph, Ia.—The eltr. of S. T. Rhode & Co. was struck by lightning. W. T. Summers and his hand were unloading grain in the eltr. at the time of the shock, but neither of them was injured. The heavy rain did the work of the bucket brigade and there was no damage save perhaps a few shingles knocked from the roof.

Wilton Junction, Ia.—The Stockdale & Dietz Co., of Walcott, Ia., has bot the eltr. of the late M. C. Ott for \$6,200 and taken possession, with R. C. McSwiggin as agent. Mr. McSwiggin has resided here over 40 years and is acquainted with every farmer in this territory. The firm now has 10 eltrs. in Iowa, including those at Walcott, Stockton and Wilton.

George, Ia.—The Farmers Eltr. Co. has purchased the eltr., corn cribs, and the coal and lumber business of Rudolph Bros., and will continue the business in connection with its eltr. and coal trade. This gives the Farmers Eltr. Co. two eltrs. with which to handle the grain trade of George. The officers are making arrangements to capitalize the company for \$50,000. The business of this company is run on strictly business principles.—Farmers Eltr. Co.

KANSAS.

Mullinville, Kan.—James O'Neil is erecting an eltr.

Alma, Kan.—J. L. Shepp is erecting an eltr. with a capacity of 12,000 to 13,000 bus.

Sabetha, Kan.—T. E. McFarland has purchased the coal and grain business of J. F. Lukert.

Lowell, Kan.—An addition has been made to Geo. Scoular's eltr., increasing the capacity 5,000 bus.

Kansas City, Kan.—The Philip E. Drought Hay & Grain Co. recently suffered \$12,700 loss by fire.

Berwick, Kan.—Mr. Strahm has purchased the coal and grain business of A. D. Steele, and will take possession about Aug. 1.

Rossville, Kan.—T. W. Andrews, who owns 40% of the capital stock of the Rossville Mill & Eltr. Co., has been sued by John Howerton, S. C. McAdams and T. W. Harrison, stockholders of the

company, for \$7,000 rent, and \$5,000 damages on account of being deprived of the use of their property, and have asked that a receiver be appointed to take charge of the business.

Oakley, Kan.—The Equity Eltr. Co. will erect a 20,000-bu. eltr. and will consider bids up to and including May 6.—E. M. Cook, sec'y.

Abbyville, Kan.—The Citizens Grain Co. is enlarging its plant. Its present power is being replaced by a 15-H.P. Witte Gas Engine.

Haworth, Kan.—J. G. Arbutnot has just completed the installation of complete eltr. plant, including a 15-h. p. Witte Gasoline Engine.

Nortonville, Kan.—Ragan Bros., of Valley Falls, have purchased the eltr. and during the summer will tear it down and build a new one.

Concordia, Kan.—D. C. Gould, who resigned from the Midland Eltr. Co.'s employ, has been re-employed by the Co., and will continue as manager.

Beloit, Kan.—The Beloit Milling Co. is enlarging its plant by the erection of additional milling room and a grain eltr. 34 by 54 feet and 50 feet high.

Garden City, Kan.—The Lamar Mill & Eltr. Co. of Lamar, Colo., has bot the eltr. of McBeth & Kinnison and will increase the capacity to 50,000 bus.

Dodge City, Kan.—The Colorado Milling & Eltr. Co., of Lamar, Colo., is erecting an eltr. and mill. The eltr. will have a capacity of 125,000 bus. and the mill will turn out 250 bbls. of flour a day.

Topeka, Kan.—The monthly report of Chief Grain Inspector Radford for March shows that 2,556 cars of grain were inspected, 76,439 were re-inspected and 145,537 were weighed. He collected fees amounting to \$2,431.

Lebanon, Kan.—Schunck & Isom have bot a one-half interest in the Lebanon Mill & Eltr. Co., and I am sec'y and treas. and have taken charge of the mill. Schunck & Isom still own and will continue to run the eltr. at Bellaire.—C. M. Isom.

Topeka, Kan.—A number of members of the Kansas Grain Dealers Ass'n have requested Sec'y Smiley to call a general meeting at Kansas City between June 1 and 15; and Mr. Smiley is getting the opinion of members on the advisability of holding the meeting.

Morrill, Kan.—After having been engaged in the grain business at this station for 25 years, R. B. Gibbs writes that he has sold his eltr., and the grain and coal business, to H. R. Melendy of Baileyville, also an experienced grain dealer, formerly of Oneida.

Humboldt, Kan.—Dickinson Bros. are taking a great deal of interest in the green bug pest that is just beginning to attack the wheat in Allen County and have secured at their own expense large quantities of green bug parasites from Prof. Hunter of the State Agricultural College and are distributing them among the farmers gratis.

Kansas City, Mo.—Missouri has been endeavoring for the last eighteen months to force the railroads of the state to obey the maximum freight law, and the hearing before Frank H. Schofield, special master in chancery, has been terminated. Mr. Schofield will now submit the evidence to the United States Circuit Court at an early date. During the hearing evidence was brought out which

showed that Missouri freight rates are much higher than in other states and ought to be reduced.

Hutchinson, Kan.—The crowd calling itself the Kansas Independent Grain Dealers Ass'n held a meeting at this city Apr. 9 and re-named C. W. Peckham of Haven pres. and E. M. Black of Preston sec'y. Peckham also is president of the National Grain & Eltr. Co., which has brot suit against the Kansas City Board of Trade, as reported in this column Apr. 10.

Topeka, Kan.—The Farmers Co-operative Shipping Ass'n has reconsidered its decision to go out of business, pending the auditing of its books and the sale of some of the eltrs. J. G. Goings of Minden, Neb., was re-elected pres. and Fritz Engelhard, general mgr., with headquarters at Kansas City. Three new members of the board of directors had a tiff with the six members of the old board when the signing of a note for \$10,000 to the National Bank of Commerce came up. The note was not signed.

Ft. Scott, Kan.—Members of the Southeastern Kansas Grain Dealers Ass'n met at the Tremont hotel Mar. 29 and elected the following officers: Pres., M. M. Cubbison, Bayard; vice pres., D. F. McCarty, Bronson; treas., Mr. Dickinson, Humboldt; and sec'y, J. J. Wilson, Moran. There followed a general discussion of the grain trade, made interesting by representatives of several grain firms of Kansas City and Coffeyville. It is thought the next meeting of the local ass'n will be held at Coffeyville.

Topeka, Kan.—Prof. S. J. Hunter, head of the Kansas State University of Lawrence, claims to have a parasite that will destroy the green bug, known as the lace winged fly. Prof. Hunter claims to have made ample preparation for sending out this small bee to any one applying, and I would suggest that dealers write him requesting him to send packages of these parasites to plant in the fields where the bugs are found. Directions for planting this bee will be found with each package. There is no doubt but what this pest is a menace to the wheat and oat crop of Kansas.—E. J. Smiley.

KENTUCKY.

Louisville, Ky.—Pres. Oscar Fenley of the Kentucky Public Eltr. Co. states that there is no truth in the rumor that the capacity of the house is to be doubled. The company has bot ground on which additional storage may be erected in future.

Louisville, Ky.—This market is growing in importance because it buys in the surplus grain producing sections and sells in the grain consuming sections of the Southeast. The consumption of No. 1 corn for distilling purposes is large and often a premium of 20 cents per bushel is paid for choice white corn.—J. R. P.

Louisville, Ky.—Dealers here buy only choice grades of corn. They only want the best corn. Our grading is very high. We have a large distillery trade and they want only high grade corn. This is one of the best markets in the world for high grade corn, and one of the poorest in the world for low grade corn.—W. A. Thompson.

Louisville, Ky.—Thousands of bus. of hot corn in the Louisville Public Eltr. is being run over from bin to bin; and the grain men are using the big warehouse

to spread out the heated grain. Many shippers are arriving to inspect their corn and to arrange for its disposition, and considerable is being taken by the manufacturers of spirits at a low price.

Louisville, Ky.—The elevator of Callahan & Sons is about as completely equipped plant as there is in the South. The steel bins for storage have a capacity for 150,000 bus. There are four hopper scales that hold 73,000 pounds each and they have been erected according to modern ideas. They rest on steel columns which are independent of the storage bins. Electricity is the motive power.

Louisville, Ky.—The sentiment concerning wet corn here seems to be changing as the South has made such a roar that the West is refusing to sell. The car situation has been as bad here as it can be. We have been handicapped all the time. I doubt if the dealers here get 10 per cent of the cars they want. Our eltr. has been here for a long time. In fact it was the first one to be built south of the Ohio river.—J. S. Greene, H. Verhoeff & Co.

Lexington, Ky.—Professor Scovell of the state experiment station states that "The use of ground peanut hulls and ground corncobs in mashed feeds has almost entirely stopped. This is one of the worst, if not the worst, troubles we have had to deal with, and it is gratifying to know that the dealers are handling better products. Other abuses which were formerly freely practiced are rapidly disappearing, and it is likely that adulteration of these lines will soon cease entirely."

Louisville, Ky.—The lack of cars has seriously crippled this market during the last eight months. There has been some hot corn, but I think the situation has been greatly exaggerated. This is a good market, is well located for shipping since it is so near the South. The local consumption is immense, as we have a population of 250,000 people. Weighing and inspection here is under the control of the Board of Trade and is conducted on as high a plane as such work anywhere.—A'fred Brandeis.

Louisville, Ky.—The local distilleries and the city's location as a gateway to the Southeast makes Louisville a market of the first class. There are five grain receiving and shipping firms here, the youngest which has been in business more than thirty years. In point of character and financial standing they are not excelled by any market in the United States. This firm has been in business here for over forty years, having started before there was a railroad, when everything was transported by boat.—R. L. Callahan.

LOUISIANA.

Alexandria, La.—The erection of an eltr. for sacking corn and other grain is said to be contemplated by men from Kansas City.

Crowley, La.—The Hunter Rice Mill Co. will rebuild its burned mill. The loss was \$90,000; and the insurance is \$68,000. The books and papers were found intact.

NEW ORLEANS LETTER.

In the big fire which last Sunday practically destroyed the little town of Westwego, the Texas & Pacific Co.'s big eltr. was not even touched.

The grain movement thru New Orleans has amounted to very little during the

last fortnight, the season being practically at an end. Stocks in the New Orleans eltrs. are low and the exports are very light. The local demand is a great deal better, however, and a large amount of business is being done at Eltr. C. of the Central Eltr. & Warehouse Co.

The Mize-Tessier Grain & Hay Co. has been organized with \$6,000 capital stock. James S. Mize is pres.; Charles A. Tessier Jr., vice-pres. and W. M. Mize, sec'y and treas. The president of the firm was formerly identified with the house of former Governor David R. Francis of Missouri when the latter was in the grain exporting business. Mr. Tessier is a well known real estate man of New Orleans.

Grain dealers here are much exercised over a recent report sent out from Hull, England, by Consul General Hamm at that place, in which the latter complains of the grain shipped into Europe from ports on the Gulf of Mexico. Consul has taken it upon himself to severely criticize grain shipments from New Orleans and has made the charge that a great deal of grain coming from New Orleans is damaged when it reaches its European destination. He mentions in particular the case of the steamship Cynthia. Grain men deny emphatically that there has been any laxity in the inspection at New Orleans and are much worked up over Mr. Hamm's criticism. They are willing to admit that hot corn does arrive at the European ports sometimes, but deny that the majority of it comes from the Gulf ports. It is regarded as probable that the grain committee of the Board of Trade will take some action on Consul Hamm's statement in an effort to show that the corn and other grain shipped from New Orleans is as thoroughly inspected as at any other port.—K.

MARYLAND.

Baltimore, Md.—Chas. England has been elected a director of the Chamber of Commerce to succeed Henry A. Lederer, who resigned.

Baltimore, Md.—Seventy employees at the B. & O. R. R. Eltr. recently petitioned for an increase in wages, threatening to leave if not granted.

Baltimore, Md.—The inspection of corn as reported from day to day shows a very large percentage of cars passing off-grade, the number of rejected being particularly noticeable. This is likely to convey an erroneous impression as to the grading in this market and make prospective shippers hesitate about sending corn here. So much of the present receipts is being inspected rejected because it was only rejected corn, sent here for the purpose of being dried, and was not shipped with any idea of its getting any higher grade. A considerable quantity is rebilled corn which, being out of order, could not be used as originally shipped to other points, and has been diverted in order to protect the shippers against great loss by employing the dryers at this port.—Baltimore Produce Report.

MICHIGAN.

Concord, Mich.—C. Young died recently.

Kingston, Mich.—I have negotiated the sale of my eltr. at Kingston and will make the transfer May 1.—O. M. Carpenter, Eames.

Lansing, Mich.—House bill No. 96, prohibiting bucket-shops, has been reported by the committee on state affairs

of the Michigan house, with a substitute, which has been adopted by the house.

The seed special train of the Pere Marquette and Grand Rapids & Indiana Railroads was visited by hundreds of farmers at each station. Instructions were given in several branches of farming, making the course a traveling institute. Among the lecturers were Professors J. G. Halbin, W. F. Raven, N. A. Clapp and S. W. Fletcher.

Lansing, Mich.—Commissioner Glasgow has submitted a bill to the Senate for its consideration wherein it is provided that a railroad commission shall be created, authorized generally to fix rates. It also provides for the interchange of freight between steam and electric lines. This measure is strongly opposed by the railroads as well as the idea of a commission, for they believe that any commission would be hostile to them, and likely to favor drastic legislation.

MINNEAPOLIS.

Memberships in the Chamber of Commerce are selling at \$4.300.

The federal court on Apr. 13 denied the Omaha road a new trial in the grain rebate case.

L. A. Arbogast of the Dakota Eltr. Co., Duluth, has applied for membership in the Chamber of Commerce.

Orrin S. Hopkins, 63 years old, died at his home in this city Apr. 18. For several years Mr. Hopkins was a member of the Chamber of Commerce and conducted a grain business here.

The hour for delivery on grain on contracts was changed Apr. 11 by vote of members of the Chamber of Commerce to 9:10 a. m. and 1:20 p. m., and on Saturdays 9:10 to 11 a. m.

Having found the Great Northern and the Omaha roads guilty of rebating the federal court has taken up the case of the Wisconsin Central road with a similar result. After 7 hours' deliberation a jury on Apr. 17 found the Wisconsin Central guilty of having paid back to the Spencer Grain Co. $\frac{1}{2}$ cent per bu. on barley shipped to Milwaukee and Chicago. The minimum penalty on each of the 17 counts is \$1,000. In his charge to the jury Judge Morris said, "A railroad can not pay back the expense of a shipper in getting that shipment to the carrier." In his argument Paul A. Ewert, ass't district atty., declared "The duty of a railroad company began when the Spencer Grain Co. delivered the grain into the Wisconsin Central car, and after that the tariff began. How is the Wisconsin Central interested in the least in how the grain got into that car? Out of the tariff of $7\frac{1}{2}$ cents, for a service in which it is not interested at all, it gave back one-half cent a bu."

The investigating committee of the Minnesota legislature made its report Apr. 23 on the alleged monopoly of the Minneapolis Chamber of Commerce and Duluth Board of Trade. The committee recommends that the present limit on the number of members be removed, and that a larger percentage of the members be given a voice in voting on the admission of new members. The committee considers the commission rules reasonable; and says: "Your committee feel that the development of the grain business has been materially helped by the organization of these exchanges. The competition is open and keen. The membership of each of these exchanges includes millers, eltr. owners, grain commission merchants, linseed-oil

manufacturers, bankers, cereal manufacturers, etc. It appears clearly to your committee that, while among some of our citizens there is a prevalent contention that the grain market is in a sense controlled by these two exchanges, yet it is evident that the reason for such opinion is based upon the fact that these exchanges gather together the buyers and sellers of all grains, and that, therefore, anyone having grain to sell, naturally goes to these exchanges."

MINNESOTA.

Woodstock, Minn.—The Peavey Eltr. Co. has sold its eltr. to the Farmers Eltr. Co.

Little Falls, Minn.—P. A. Kull has bot and will operate the eltr. of the Farmers Ass'n.

Owatonna, Minn.—The Farmers Eltr. Co. is going to rebuild its eltr. recently burned.

Greenbush, Minn.—Peter Christianson and Evan Oie have purchased the eltr. of Jas. Gillespie.

Glenwood, Minn.—J. W. Funk of Canton has purchased the Plymouth Eltr. Co.'s house.

St. Paul, Minn.—The house has passed Corl's bill providing for publicity of prices paid at country eltrs.

Jackson, Minn.—Mr. Miller, formerly connected with the Rippe Grain & Milling Co., has removed from this station.—C.

St. Paul, Minn.—Senator Stephens' bill, No. 528, to amend the law regarding boards of grain appeals, has been killed.

Lester Prairie, Minn.—E. L. Williams is deciding on a location for an eltr. on the new M. & St. L. road from Watertown, S. D.

Hampton, Minn.—The three eltrs. burned Apr. 4 were those of C. Doffing and the Farmers Eltr. Co., the latter having two houses.

Duluth, Minn.—The directors of the Board of Trade are considering how to provide increased space for the grain firms, who now are crowded.

Duluth, Minn.—Youths stealing wheat from railroad cars are being arrested by the railroad special agent. One thief recently was given 30 days in jail.

Browns Valley, Minn.—E. G. Talbott will erect a 35,000-bu. eltr. The Diamond Boat Line Co. will erect two eltrs., one on the Minnesota and one on the Dakota side.

Ormsby, Minn.—The Farmers Grain Co., incorporated; capital stock \$10,000. Incorporators, John H. Hilgendorf, A. A. Olson, John Toedt, John Hagen, W. H. Meier and others.

Trosky, Minn.—J. P. Coffey of Luverne is making extensive repairs on his eltr. and increasing the storage capacity considerably. The work is being done by the Younglove Construction Co.

St. Paul, Minn.—On account of errors the Nolan reciprocal demurrage bill has been repressed by both houses of the legislature and awaits the governor's signature. It is to go into effect July 1.

St. Paul, Minn.—Governor Johnson has signed the commodity rate bill reducing the freight rates on grain, lumber, coal and livestock, and it will go into effect in June. The roads on Apr. 20 agreed to accept the law.

Winona, Minn.—C. M. Morse, manager of the coal dept. of the Western Eltr. Co., is the pres. of the newly incorporated Minneapolis-Western Coal Co.;

capital stock \$100,000; incorporators, Mr. Morse of Winona and L. V. Hubbard and James P. Smith of St. Paul.

Blooming Prairie, Minn.—The Farmers Eltr. Co. has accepted plans by the Younglove Construction Co. for the rebuilding of its burned eltr., and the contract has been let to another builder. The contract price is \$4,985, and the next highest bid was \$5,250.

St. Paul, Minn.—The house has passed Senator Dale's bill authorizing municipalities to enact prohibitive measures against bucket-shops. The house also passed Senator Thorpe's bill providing for the sale of sulphured oats or barley when labeled as "purified," and this bill is before the governor for signature.

MISSOURI.

Concordia, Mo.—The Concordia Milling & Eltr. Co., incorporated; capital stock \$40,000.

Kansas City, Mo.—The Logan Grain Co. has increased its capital stock from \$5,000 to \$25,000.

Kansas City, Mo.—The Dayton-Otis Grain Co., incorporated, with a capital stock of \$20,000.

St. Joseph, Mo.—The Price Cereal Food Co. of Chicago will establish a branch factory here.

St. Louis, Mo.—I have men traveling in Ia. and everywhere they find plenty of corn but no cars.—Daniel P. Byrne.

Kansas City, Mo.—A hearing on the enforcement of the maximum freight law was held in the federal court recently.

St. Louis, Mo.—Grain ought to be treated as "perishable goods" by the railroad companies this season of the year.—J. C. Lincoln, Traffic Manager.

Farley, Mo.—The Kelley & Lysle Milling Co., of Leavenworth, Kan., will soon erect a wheat eltr. The eltr. will be equipped with up-to-date machinery driven by a gasoline engine.

St. Louis, Mo.—This is a good market because our city is located in the heart of the Mississippi valley, has a splendid outlet southeast and south and has excellent eltr. facilities. The waterways and thirty railroads all combine to make this a great grain market.—F. P. Brockman.

St. Louis, Mo.—The predominating complaint here is the lack of cars. Several business organizations are working on plans for obtaining a deep waterway. So far as we are concerned we are just celebrating the anniversary of our first year in business. We are so well pleased with the results that we intend to purchase an automobile.—Seele Bros.

Kansas City, Mo.—Goffe & Carkener have filed a petition in the circuit court, praying for a mandatory injunction against the A. T. & S. Fe requiring the company to transfer five carloads of grain to the Mo. P. tracks. These dealers contend that the Santa Fe is violating the law when it refuses to transfer the grain and they propose to force them to interchange cars.

Kansas City, Mo.—Because the grain dealers were unable to get good switching service here on account of embargoes issued against each other by the railroad companies of Kansas City, the Missouri Railroad Commissioners have issued an order enforcing interchange of loaded cars destined or ordered to an industry on another line. It is furthermore provided that such cars shall be unloaded and promptly returned to the line which

delivered them, unless they belong to the road which holds them. The order is effective May 1.

Governor Folk has signed the Avery Bill because the politicians worked more earnestly to get the offices for their supporters than the grain dealers of the state were willing to do in protecting their business from the grafters. The constitutionality of both the grain inspection and weighing laws could readily be disproved by astute lawyers. The new law will go into effect June 16.

St. Louis, Mo.—There has been an excellent demand for corn, oats, and hay from the south. The enormous cotton crop there and good prices have made good times. The Ia. corn that we have been getting has been 100% better than the Neb. corn. Owing to the bad condition of the corn and the shortage of cars there has been an immense amount of money lost this year.—W. J. Rae.

St. Louis, Mo.—H. J. McGee, supervisor of weights for the Merchants Exchange, reports the number of cars examined by his department and found to be in bad order or not properly sealed during the month of March, 1907, is as follows: Leaking at grain door, 327; leaking over grain door, 49; leaky boxes, 718; leaking at end windows, 64; cars not sealed, 1,332; end window open, 15; and end window not sealed, 14.

St. Louis, Mo.—The directors of the Merchants Exchange met Apr. 12 to consider the weighing bill lately signed by the Governor, and its probable effect upon the market. They were unanimous in the belief that the law would work a hardship on them, but deferred final action until a later date. The bill was referred to counsel with the view of determining its validity. After the lawyers have passed upon it final action will be taken.

Kansas City, Mo.—Interstate Commerce Commissioner E. E. Clark heard testimony Apr. 11 and 12 on the complaint by the Board of Trade against the charge of \$2 made by the railroads for recognition of grain cars. George Carkener testified that the country shipper had to pay the charge; but that the Board loses business thru the diversion of grain to markets where the charge is not imposed. The attorneys were given 15 days to file briefs.

Jefferson, Mo.—Governor Folk has signed the Avery-Simmons bill giving the state sole authority to weigh grain. Sec. 7623 of the new law provides that "The Board of railroad and warehouse commissioners are hereby authorized to establish state inspection and weighing of grain at such places as in their opinion may be necessary." Sec. 7630 provides that "And all grain arriving in any territory where state grain inspection may be established in cars, barges, wagons or sacks, received for storage or sale, and not consigned to public warehouses or eltrs., shall also be inspected and graded." Sec. 7680 provides that "It shall be unlawful for any person, corporation or ass'n other than a duly authorized state weigher to issue any weight certificate, or to issue or sign any paper or ticket purporting to be the weight of any car, wagon, sack or other package of grain weighed at any warehouse or eltr. in this state where duly appointed and qualified state weighers are stationed, or to make any charge for such weighing." Violation of this section is made punishable by a fine of \$500 to \$1,000, or 6 to 12 months' imprisonment.

NEBRASKA.

Adams, Neb.—C. A. Trueblood has resigned his position with the Nye, Schneider, Fowler Co.

Ong, Neb.—The eltr. of the Central Granaries Co. which was burned, is being rebuilt.—M. W. Spence, Agt., Carlisle, Neb.

Nora, Neb.—Stanley & Wiedeman will move and rebuild their eltr. this summer.—M. L. Claton, agt. Nye Schneider Fowler Co.

Edholm, Neb.—H. B. Kennedy of Chicago has accepted the position as manager of the Dawson Grain Co.—S. P. Streeter.

West Point, Neb.—M. J. Hughes lost a foot at Colfax. In some way he fell from the cars and was drawn under the moving train.

Marion, Neb.—Powell & Niesson are building an addition to their eltr., increasing the capacity to 50,000 bus.—Edgar Eno, of Danbury, agt.

Omaha, Neb.—J. B. Swearingen, who is connected with the Nebraska-Iowa Grain Co., has applied for membership in the Omaha Grain Exchange.

Winside, Neb.—Thos. Price has bot the eltr. from Saunders & Westrand for \$4,500 and will take possession May 1, and I will be manager.—T. A. Strong.

Farwell, Neb.—A Farmers Co-operative Grain & Supply Co. is organized and a farmers eltr. may be built this summer.—John Hofseth, agt. Jaques Grain Co.

Nebraska City, Neb.—Joseph Tighe of Manley was chosen pres. and J. M. Ellwell of Springfield, sec'y, by the 30 dealers who met here Apr. 6 to organize an ass'n.

Wymore, Neb.—We own the eltr. at Liberty, and one at Kinney. Kinney is on a R. R. out of Wymore; our headquarters are at Kinney.—Mathews & Copeland.

Tecumseh, Neb.—L. M. Hotchkiss has bot the interest of W. D. Sanders in the mill and eltr., and this company will continue the business.—Tecumseh Mill & Eltr. Co., Geo. E. Hotchkiss, mgr.

Shelly, Neb.—The Trans-Mississippi Grain Co. is going to erect a 35,000-bu. eltr. on the site of the house being taken down. Jas. Bell & Son will rebuild their eltr.—A. L. Duing, agt. Trans-Miss. Grn. Co.

Firth, Neb.—W. J. Crandall, who disappeared Mar. 14, is said to have been short \$15,000 with the bank of which he was cashier. His creditors have petitioned the federal court to declare him a bankrupt.

Lincoln, Neb.—The proprietor of a bucket-shop who has been engaged in this business here for 13 years has declared his intention to close on account of the new law against bucket-shops, adopted by the last legislature, as S. F. 137.

Bloomfield, Neb.—The Holmquist Grain & Lumber Co. of Oakland has bot the eltr. formerly operated by the Omaha Eltr. Co. John McCourt will act as buyer. Nick Paper is buyer for Saunders & Westrand. The Holmquist G. & L. Co. is making repairs.

On Apr. 6 the dealers on the Missouri Pacific in Nebraska held a very interesting meeting at Nebraska City and appointed a committee consisting of W. B. Banning of Union, and A. J. Denton and E. A. Duff of Nebraska City, to get legal advice concerning the liability of rail-

roads for damage occurring thru failure to furnish adequate transportation facilities and also to take steps toward a permanent ass'n organized along lines that will comply with Nebraska laws.—J. M. Ellwell, of Springfield, Neb.

Omaha, Neb.—Ware & Leland of Chicago have established a branch office at 215 Board of Trade bldg., in charge of G. E. Barnes, formerly sec'y and treas. of the Exchange Grain Co. On account of the death of A. B. Jaquith the business of the Exchange Grain Co. has been discontinued.

Lincoln, Neb.—The new Nebraska Railroad Commission is composed of H. J. Winnett of Lincoln, chairman; Clark Perkins of Aurora, sec'y; J. A. Williams of Pierce, and H. T. Clarke, Jr., of Omaha. As its rate expert the commission has selected U. G. Powell of Lincoln, proprietor of the flour mill at Roca, formerly manager of the Lincoln Mill Co. and for many years in the employ of railroads.

Firth, Neb.—The paragraph in this column Apr. 10 leaves the impression that this company has assumed peaceable relations with Mr. Crandall after Mr. Van Burg left here. No such conditions existed. I have transacted all business as successor to Mr. Van Burg and can say that the business of the Firth Grain & Lumber Co. is clean cut and free from any agreement; except to disagree with Crandall.—M. H. Wittstruck, Mgr.

Newman Grove, Neb.—The Supreme Court of Nebraska on Feb. 21 affirmed the decision of the district court of Madison County giving Charles A. Miller judgment against the Farmers Milling & Eltr. Co., whose directors had refused to transfer to him 64 shares of stock he had bot. Miller was not one of the original stockholders. Under the by-laws of the co-operative company no person was to be allowed to hold more than 5 shares; and stock of the corporation could not be transferred to a non-stockholder except by consent of the directors. The purpose of the by-laws was to prevent any one from getting control of the company. In deciding in favor of Miller the Supreme Court said corporations organized under the laws of Nebraska can not by their by-laws limit the number of shares of stock held by one person nor prevent the transfer of stock to non-stockholders. The court declares such a by-law to be in restraint of trade and therefore void. This decision affects many of the co-operative concerns in this state having by-laws which seek to limit the ownership of shares.

Lincoln, Neb.—The Nebraska legislature has passed the following bills, all of which will become law: Saunders anti-tipping bill, No. 26; Noyes' bill, No. 235, appropriating \$7,500 for a bureau of insect pests; Byrnes' bill, No. 179, making it a felony for a tenant to sell the crop without the landlord's consent; Thiesens' bill, No. 27, allowing mutual fire insurance companies to organize on the basis of risks the same as number of members, and requiring 300 risks; the joint railroad committee's bill for a state railroad commission of three; Aldrich's bill, No. 325, fixing maximum freight rates; Cone's bill, No. 386, providing that railroads shall build side tracks to eltrs.; Epperson's bill, No. 137, to suppress bucket-shops; Ashton's bill, No. 297, requiring railroads to put in track scales at division stations for the weighing of coal; King's bill, No. 34, providing that no one may sell any commodity in gen-

eral use at a higher or lower price in different sections of the state than warranted by the difference in quality or cost of transportation, if with the intention of destroying the business of a competitor; Burns' bill, No. 64, establishing a dairy, food and drug commission and requiring the labeling of packages of foods with a statement of the contents or ingredients. The legislature also adopted a joint resolution memorializing congress to enact a law fixing a standard for testing grain.

Omaha, Neb.—In the complaint by the Grain Exchange against the increase in the transfer charge of 1c per 100 lbs. the Interstate Commerce Commission decided that the Union Pacific had the right to charge the higher rate. Following this decision the Great Western on Apr. 9 began the transfer of grain from Council Bluffs to Omaha free of charge to eltrs. on its own lines, and to eltrs. on other roads in Omaha for \$2 per car. Sec'y E. J. McVann of the Grain Exchange says: "The contention of the Grain Exchange has been that our grain dealers in Omaha were entitled to the lowest possible basis of rates from Iowa points. It has been felt strongly that the Iowa lines, which were insisting upon \$6 per car from Council Bluffs to Omaha were doing so because they did not wish the grain to come to this market and that, when the Union Pacific canceled the \$2 rate without any advice to any Omaha dealer concerned or to this exchange, the action was taken by reason of pressure exerted by the Iowa lines. The suit of the Exchange against the Union Pacific railway was partly in the nature of a protest against this unusual action and partly as a protest based on the principle that no railroad had a right to increase any rate arbitrarily 300 per cent without justifying the increase. Apparently the commission has held that the Union Pacific railway justified its increase and no fault can be found with the decision of the commission in this case. The Exchange has every confidence in the commission and its decision in the Union Pacific case will be accepted without question. As the matter now stands any dealer in Omaha desiring to buy grain on the Iowa line can bill this grain to Council Bluffs in care of the Chicago Great Western railway and get the benefit of the \$2 rate from Council Bluffs to Omaha."

NEW ENGLAND.

Boston, Mass.—Walter R. Davis, formerly in the grain business and a member of the Chamber of Commerce, died recently at Newton, Mass.

Andover, Mass.—F. A. Holt Co. incorporated, capital stock, \$10,000; incorporators, Jacob W. Berry, Joseph W. Lownd and William B. Cheever.

Boston, Mass.—Chapin & Co., incorporated; capital stock \$150,000; Robert W. Chapin, pres.; John E. Geraghty, vice pres., and Chas. J. Chapin, secy.-treas.

Boston, Mass.—Merchants of this city are promoting the passage of a reciprocal demurrage bill, the necessity for which has become apparent thru the delays by the Boston & Albany and New York Central roads during the past winter in getting grain thru from Buffalo for export and interior delivery. In order to get the long haul for itself the B. & A. is routing grain to Springfield, Worcester and South Framingham instead of making delivery on the Hudson River, and is thereby creating a congestion.

Boston, Mass.—We are indebted to Daniel D. Morss, secy., for a copy of the 21st annual report of the Boston Chamber of Commerce for the year ending Dec. 31, 1906, containing the charter, by-laws and trade rules of the Ass'n, together with tables of statistics and a list of members, compiled by the secy. Twenty-eight new members were admitted during the year, and 32 died. The revenue from grain inspection during the year was lessened thru the reduction from 50 to 40 cents and the decreased volume of business.

NEW YORK.

Albany, N. Y.—The old grain eltr. formerly owned by the Albany Brewing Co. will be removed.

Springville, N. Y.—I have leased my eltr. to Byron Gray & Son of Clyman, Chautauque County. They will take possession Jun. 1. They are hustlers and will do a large business.—B. Chaffee.

Buffalo, N. Y.—The Corn Exchange recently elected the following officers: Pres., Henry D. Waters; vice-pres., S. M. Ratcliffe; treas., T. J. Stofer; sec., F. E. Pond. Directors for one year: T. J. Stofer, H. F. Shuttleworth, Charles Kennedy. For two years: S. W. Yantis, H. D. Waters, L. S. Churchill. For three years: R. E. Pratt, B. J. Burns, S. M. Ratcliffe. Inspection and weighing committee: S. M. Ratcliffe, chairman; S. W. Yantis, L. S. Churchill, F. E. Ogden and A. B. Black.

BUFFALO LETTER.

The backward spring has held mill-feed up very sharply of late, so that it is very scarce and commands a high premium for spot, even when western prices are slack. Local flour mills are said not to be all aware of the situation so that some are too low in their prices.

If it had not been possible to get some Northwestern spring wheat in by lake from Milwaukee and Chicago some of the local mills would have suffered, for it was expected that the Lake Superior fleet would be here before this time. Ice has been made here every night for weeks.

The early lake grain fleet is coming in under great difficulties, as the cold weather has not only cut off Lake Superior entirely, but has held the ice massed up in front of the harbor so that it is still nearly impossible to get thru it, in spite of the fact that it is more than two weeks since the first grain cargoes came in.

Canal boatmen are looking for a good season and will soon be loading grain for New York, though the light export demand is somewhat against them. Rates will be about as last year, which were 4 cents or more on wheat to New York. The roads have made the at-and-east rate a little higher than it was last season, so the canal ought to benefit from that.

The celebration of the 50th as well as the 25th birthday of the Chamber of Commerce, given on the 18th, was one of the most notable affairs in the history of the city. The Common Council made it a civic holiday and the attendance on all the gatherings, the formal dedication of the new building at noon and the banquet at night, were of the overflow order.

It appears that the Hepburn law is not going to be allowed to injure the handling of grain here by lake after all. The railroad eltrs. did not dare go into the pool and that left out seven or eight of the best eltrs. in the harbor, but the roads have come forward and made Sec. Cook

of the eltr. ass'n their agent, so that he handles the grain figures for them all just as usual. There will be no difference in rates and no outward difference in the movement of grain.

Prospects are that a grain eltr. will be built in the harbor this year, tho interested parties will not permit a mention of it, as they say they do not know whether they will go ahead till they get bids in to show what it will cost. Buffalo is steadily adding to her grain-storage capacity. No eltrs. have been lost of late and the new ones of the American Malting Co. and of Francis Perot's Sons Co., tho for special purposes, are likely to handle large amounts of barley.

The appeal made by the Western Elevating Ass'n from the verdict found against it in the suit brought by the Buffalo Grain Co. appears to have been made with much confidence, especially as it is said that there are Court-of-Appeals decisions to the effect that the individual eltr. is responsible for the grain stored in it and the ass'n or pool is merely an accounting convenience. All certificates issued in future will make that point very plain. It is said that there has been no difficulty from the banks, one or two of them merely asking some questions of their attorneys on the point. Grain shippers will never know any difference from the old state of things.—J. C.

NORTH DAKOTA.

Fredonia, N. D.—The Gackle Eltr. Co. will erect a large eltr.

Leeds, N. D.—Page & Co. have sold their eltr. to the Northwestern Lumber Co.

Conway, N. D.—The Cargill Eltr. Co.'s eltr. will be torn down and moved to another point.

Denhoff, N. D.—The Staples Milling Co., of Staples, Minn., has purchased the Exchange Grain Co. eltr.

Sentinel Butte, N. D.—The Thorpe Eltr. Co. of Minneapolis is making arrangements to build an eltr.

Pleasant Lake, N. D.—Edmund R. Bohan has recently taken charge of the eltr. owned by the Heising Eltr. Co.

Sykeston, N. D.—The eltr. of the Gribbin-Alair Grain Co. will be torn down and a 50,000-bu. house erected in its place.

Dickey, N. D.—The farmers eltr. company, which was recently incorporated, will build a 50,000-bu. eltr. with the best improvements.

Page, N. D.—W. J. Thompson has bot the eltr., which belonged to the Minnesota & Western Grain Co., and will take possession June 1.

McClusky, N. D.—The 25,000-bu. eltr. of the Lyon Eltr. Co., of Mandan, N. D., burned Apr. 8, with 17,000 bus. wheat. Loss, \$20,000; insured.

Grano, N. D.—M. W. Nelson, who operates the eltr., has purchased machinery for a complete feed mill, and expect to commence operating it soon.

Leal, N. D.—The Osborne McMillan Co. is building an addition to its eltr. Woodworth & Co. will build an eltr. L. J. Olson will erect an addition.

Bismarck, N. D.—The legislature has passed the bill for a commission of three to investigate grain trade conditions at the head of the lakes and Minneapolis.

Foxholm, N. D.—Foxholm Farmers Eltr. Co., incorporated, capital stock \$10,

000; incorporators, Jens Glein, Wm. L. Zimlinger, S. W. Nicodemus and others.

Litchville, N. D.—Henry Giebkink of Alton, Ia., has obtained a site for an eltr.

Tower City, N. D.—A farmers eltr. company has been organized with a capital stock of \$3,200, by T. M. Crawford, S. E. Drown, Henry Rathje, John Olson and others.

Drayton, N. D.—R. F. Stewart, who has been in charge of the Andrews & Gage eltr., has been transferred to Towner and the eltr. will be closed for the summer.

Beach, N. D.—Hoverson & Ovarstad have bot the eltr. of Lloyd & Jackson. The Grain Dealers Journal has been a great help to me. I am now in the land business.—E. Lloyd.

Orr, N. D.—A farmers eltr. company has been organized, capital stock \$4,700, by J. E. Burgett, J. D. Nelson, C. Ingh, Ole Faxstad and others. The company expects to erect an eltr.

Ypsilanti, N. D.—The Farmers Eltr. Co. incorporated, capital stock \$12,000; incorporators, S. F. Corwin, Jamestown; E. N. Campbell, E. M. Doughty, Fred Nicholls, N. T. Lien and James Berg of Ypsilanti, and William Schultz, of Marion.

Osnabrock, N. D.—Fire starting in the cupola while the elevator leg was in operation destroyed the eltr. of the National Eltr. Co., of Minneapolis, Minn., on the afternoon of Apr. 11, together with 29,000 bus. of wheat. Loss, \$25,000; insured. The fire is thought to have been started by friction.

Omenee, N. D.—Fire broke out at 1 o'clock a. m., April 9, in the cupola of the eltr. owned by the Heising Eltr. Co., of Minneapolis, Minn., and destroyed the plant, doing a little damage also to the near by eltr. of the St. Anthony & Dakota Eltr. Co. The house had a capacity of 35,000 bus. and contained 15,000 bus. of wheat. Loss, \$25,000; insured. As the agent had had trouble during the afternoon getting the elevator to run the fire is thought to have been started by an overheated journal. It is not likely that the eltr. will be rebuilt.

OHIO.

Delphos, O.—Botzum Bros., of Akron, O., will erect an eltr. on concrete foundation.

Kirkwood, O.—T. B. Marshall is installing a new 25-h.p. gasoline engine in his eltr.

Dayton, O.—The Ohio Millers' State Ass'n holds its annual meeting here Apr. 24 and 25 at the Phillips house.

Bellefontaine, O.—The office of Keller & Gebby was robbed the night of Apr. 9; but the safe had been purposely left open and was not damaged by the cracksmen.

Columbus, O.—Kennedy & Miller have discontinued business. Inquiries are coming in from shippers having balances due and from eastern buyers having low-priced grain overdue.

Cincinnati, O.—S. L. Killingsworth secured a judgment against the Odell Stock & Grain Co. bucket-shop for \$100 recently. The former claims that he sent an order and was unable to get his money.

Columbus, O.—At the hearing before the atty-gen. and the state railroad commission Apr. 19 the Detroit, Toledo &

Ironton Railroad agreed to allow one-half its cars of grain to go off its line, and promised at a meeting to be held at New York soon steps will be taken to increase the equipment of the road.

Toledo, O.—The sale of the property of the Toledo & Wabash Eltr. Co., which was made last year, has now been completed by transfer of title to Edward B. Pryor for the Wabash railroad of which he is one of the officials.

The new car service rules adopted by the Ohio Railroad Commission will go into effect May 15 and are being sent to shippers in a neat circular by Secy. J. W. McCord of the Ohio Shippers Ass'n. Extracts from the rules are published elsewhere in the Journal.

Columbus, O.—J. C. Burns, receiver for the Franklin Eltr. & Grain Co., has some money that he isn't sure where it belongs, and has asked the court for instructions. The stockholders of the company hold a judgment against Orrin J. Mitchell for \$100 who in turn has a judgment against the company for \$249.40.

Columbus, O.—The Ohio Shippers Ass'n at its annual meeting Apr. 9 elected the following officers: Pres., H. S. Grimes of Portsmouth; vice pres., John R. Flotron, A. L. Stone and John H. Puck; and treas., J. W. McCord of Columbus. The latter will be re-elected secy. by the executive committee. The new members of the executive committee are S. G. Gilfillan of Ironton and W. B. Moore of Dayton. The other members are E. W. Seeds, chairman; O. N. Townsend, J. N. Baldwin, W. L. Wampler and W. S. Thomas. Pres. Flotron's annual report showed a flourishing condition of the ass'n; and the report of Secy.-Treas. McCord showed a total membership of 5,000 and an excellent condition of the finances. The meeting was addressed by O. P. Gothlin of the State Railroad Commission and by Governor Harris. Resolutions were adopted thanking the Commission and the Governor for their good work, and calling on the national Congress to enact an interstate reciprocal demurrage law, and the Ohio assembly to enact one covering intrastate shipments.

Toledo, O.—Members of the Toledo Produce Exchange believed Toledo was being discriminated against by certain railroads in the distribution of freight cars, so Pres. Fred Mayer on Apr. 12 telegraphed W. H. Newman, pres. of the N. Y. Central, and James P. McCrea, pres. of the Penn. road, as follows: "Toledo industries have been paralyzed beyond description during the past 90 days by railroads neglecting to provide sufficient facilities for moving freight. We, as a representative body, voice the sentiment of the entire community. And we have evidence that competing markets are being and have been much better supplied with cars, as they are offering grain for immediate shipment. Grain and grain products have been filed for shipment here for over two months, and no relief in sight. We earnestly protest against such discrimination and respectfully request those in authority to immediately take steps to give Toledo shippers their due proportion of cars." As the message did not elicit a favorable reply the Exchange appealed to the Interstate Commerce Commission and Ralph P. Mackenzie was sent to Toledo to investigate the alleged discrimination. He has finished his investigation and reported to the Commission but his findings have not been made public.

OKLAHOMA

Lahoma, Okla.—Art Stevenson of Enid has bot the Farmers Union Eltr.

Longdale, Okla.—Daniel Brothers have succeeded G. Daniels in the grain business.

Peckham, Okla.—The Farmers Eltr. Co. has employed F. A. Everet to take charge of the eltr.

Ringwood, Okla.—The Home Grain Co.'s eltr. burned Apr. 12 with 7,000 bus. wheat. Loss \$6,000, covered by insurance.

Perry, Okla.—The Farmers' Co-Operative Union has sold its eltr. to E. J. Miller, from whom it had purchased three years ago.

Yukon, Okla.—We are receiving bids on two new eltrs., which we are going to build west of El Reno on the Choctaw.—Yukon Mill & Grain Co.

Independence, Okla.—The Independence Mill & Eltr. Co. is out of business. W. Hossock, who was the proprietor, is now in the grain business at Altus.

The Grain Dealers Ass'n of Oklahoma and Indian Territories will hold its annual meeting about May 22; and the Oklahoma Millers Ass'n is expected to hold its meeting May 20 and 21.

Mooreland, Okla.—The Mooreland Union Grain & Supply Co., incorporated; capital stock \$10,000; incorporators, F. J. Knittel, John J. Bouquat, W. H. Stahl, F. E. Schilling and M. E. Huffard.

Enid, Okla.—The Wirt & Lyons Co. has recently bot five eltrs. of J. A. Shaw and three from the Oklahoma Eltr. Co., those of the first named being at Carrier, Goltry, Helena, Homer and Marshall, while the others are at Ingersoll, Driftwood and Amorita. The firm, which is composed of Roy W. Wirt and L. W. Lyons, now operates 15 eltrs.

OREGON.

Wasco, Ore.—Hamilton & Scroggins have purchased the flour mill, grain warehouse and merchandise stock, for \$100,000, from W. M. Barnett.

Portland, Ore.—The Allen Orchard Co., incorporated, capital stock \$10,000; incorporators, W. G. Allen, P. E. Snodgrass and E. E. Chambers.

PENNSYLVANIA.

Pittsburg, Pa.—L. J. McGhie is not a member of the Grain & Flour Exchange.

Philadelphia, Pa.—The Pennsylvania Railroad Co. has let the contract for the construction of two grain barges to contain 30,000 bus. each. The company is said to have agreed to build an eltr.

Harrisburg, Pa.—Both houses of the legislature have passed the bill forbidding officers, employees or agents of any railroad company from owning stock in mining or manufacturing companies along the lines of railroads.

Philadelphia, Pa.—The Reading Ry. gave notice Apr. 4 that it would take the same dockage on grain cars weighed here that is in force at Baltimore, stating the amount at 2 lbs. per 1,000 lbs. Heretofore the railroads have deducted 70 to 300 lbs. for alleged shrinkage. The Pennsylvania already had made its dockage 2 lbs. per 1,000.

PHILADELPHIA LETTER.

Local dealers here are greatly interested in the efforts to allow trolley roads to carry small lines of freight; which subject is now before the Pennsylvania legislature.

The Maritime Exchange at their annual election for directors and officers chose L. G. Graff as one of its managers, and scored the Customs Service at this port as narrow and antiquated, and largely responsible for a want of increase in business here for the last sixteen years.

The Philadelphia & Reading railway authorities have given notice to the grain, feed, flour and hay trade here that after June 1 the Tenth and Berks streets and the Broad and Huntington streets stations will be abandoned until further notice.

The movement to abolish the mercantile tax charges which is claimed are not only arbitrary but inquisitorial is being strongly supported by the grain, feed, flour and hay men in general, and it is believed the present law exacting this yearly tax will be repealed.

Pres. James L. King, S. T. Zook and M. F. Barringer of the Commercial Exchange, on behalf of the feed trade, appeared before the Pennsylvania Senate Committee and the head of the Pure Food Department at Harrisburg recently and succeeded in having the new feed amendment modified so as not to require a detailed tag analysis on all wheat and rye brans, the committee in charge of the measure favoring the suggestions, which if carried out will relieve the millers thruout the state from unnecessary discrimination and hardships. No objection was raised to the purity and weight clause. Bran and middlings are among the desirable eliminations, which the Senate Committee agreed to.—S. R. E.

SOUTH DAKOTA.

Tripp, S. D.—The Terwilliger & Dwight Co. has sold its eltr.

Yankton, S. D.—The McCaull-Webster Eltr. Co. will rebuild its eltr.

Armour, S. D.—Wait & Dana have bot the eltr. of H. C. Knapp.

Clear Lake, S. D.—The Farmers Eltr. Co. will build a large addition to its eltr. this summer.

Watertown, S. D.—M. W. Murphy has bot the Western Eltr. and will take possession July 1.

Herrick, S. D.—We are building an eltr. with 15,000 bus. capacity.—William Krotter Co., Stuart, Neb.

Springfield, S. D.—We contemplate beginning construction soon on an eltr. of 15,000 to 20,000 bus. capacity.

St. Charles, S. D.—We have just finished our 30,000 bu. eltr. Nye, Schneider & Fowler Co. has one of the same capacity just completed.—Wm. Krotter Co., Stuart, Neb.

Webster, S. D.—Suit has been brot against Day County by the Geo. C. Bagley Eltr. Co. and the Empire Eltr. Co., of Minneapolis, Minn., alleging that the assessment of their eltrs. is too high.

Manchester, S. D.—A. N. Barber of Esmond will build an eltr. at this point having 25,000 bus. capacity. The house will be a duplicate of the one built last year for him by the Younglove Construction Co.

Elk Point, S. D.—The eltr. here was not burned, as stated in this column Apr. 10, but burst. The Fields & Slaughter Co., of Sioux City, Ia., which owns the house, writes that a bin of oats burst and allowed several hundred bus. to run onto the ground. The grain was promptly shoveled up and shipped, the railroad company very considerably hunting up a car in view of the emergency.

SOUTHEAST.

Birmingham, Ala.—The private wire houses have discontinued business on account of the bucket-shop law.

Bridgeport, Ala.—R. G. Gunter, a prominent grain dealer, died recently. He was formerly a banker in Chattanooga and also operated steamboats on the Tennessee river.

Boyce, Va.—The second floor of J. C. Garvin's eltr. fell thru on account of an overload of corn, Apr. 3, and James Clarke, an employe, was injured by a flying timber.

Birmingham, Ala.—Fifty thousand bus. of corn are spread out in the Illinois Central freight depot at this point to keep it from heating and germinating. As the building is a new one and the railroad company is not yet ready to use it, the grain dealers who received a lot of hot corn from the West have been using it and thus thousands of bus. have been saved.

Mobile, Ala.—The Mobile & Ohio R. R. eltr. has been opened to care for a lot of export grain from the northwest, under the management of John E. Hall of St. Louis, who recently was appointed superintendent of the eltr. system. J. J. O'Rourke is the local superintendent. A large force of negroes has been at work for some time turning over a large quantity of hot corn.

Atlanta, Ga.—The grain dealers of this city at a meeting held at C. E. Caverley's office Apr. 5 decided to do their trading in grain between noon and 1 o'clock each day, beginning Apr. 10. Several thousand bus. of grain have been bot and sold regularly each day and the experiment is considered a success. The members meet at the appointed hour at the Chamber of Commerce. Charles Caverley, who is chairman of the exchange committee of the Chamber of Commerce, has been active in promoting the exchange plan of trading.

TENNESSEE.

Nashville, Tenn.—According to reliable reports there were 467 cars of hot corn on track at Nashville the eighth day of April.

Nashville, Tenn.—Talk about hot corn. Every eltr. I have been in has floor space covered with it and negroes shoveling it over and over.—P.

Nashville, Tenn.—This city has two public and one private corn driers and they have both been run night and day since the damp corn has been arriving here.

Memphis, Tenn.—I for one would like to see a fourteen foot channel to the gulf. I am not in favor of 3% dirt in No. 2 corn as agreed upon by the Uniform Grade Congress.—E. C. Buchanan.

Memphis, Tenn.—According to the report of one representative of a firm here, cars have been secured all during the season of shortage by anything from a drink of whisky to a financial consideration.

Nashville, Tenn.—I buy a large per cent of the grain I get direct from the farmers. Thus I get the virgin stuff. Haven't had much trouble with hot corn. Middle Tenn. corn never gets hot.—John A. Tyner.

Nashville, Tenn.—I feel that the grain business in this city is in its infancy. Our geographical location which brings business in and out funnel shaped makes

this an ideal market.—W. Murray Hogan.

Nashville, Tenn.—So far as damaged corn is concerned I have on hand 115,000 bus. but it is all in pretty good shape. I have stopped receiving corn and am trying to take care of what I have.—T. G. Ryman.

Nashville, Tenn.—A great many shippers here, in fact I believe I am safe in saying that almost every shipper in this city will have at least \$10,000 worth of claims against the railroads for delay in delivering corn.—A. C. Harsh.

Nashville, Tenn.—Seed dealers report an unusual demand this year for black pea, cane seed and millet. It is also noted that many who have hitherto been planting cotton have changed to grain, for there is more money in raising it now.

Nashville, Tenn.—I have been in the hay and grain business here for the last seven years and the market has grown every year. The car situation here has been bad but we have been somewhat relieved during the last few weeks.—W. S. Tulloss.

Nashville, Tenn.—Bad corn has affected us more in the suspension of business for fear of shipping corn than in any other way. If I had any advice to give to the dealers it would be this: "Ship what you sell and know what you are loading."—J. A. Williams.

Memphis, Tenn.—I predicted this trouble with corn as I have noticed a great change in climatic conditions during the last year. It will be noted that there is a great deal of moisture on the surface of all the corn. To be shipped south it must be bone dry.—W. P. Brown.

Nashville, Tenn.—The Southern road has been asking us for shipments because they have plenty of cars now since the hot corn scare has stopped shipments south. The dealers here are holding off tho until they can get some assurance that grain will be sent thru promptly.—Byrd Douglass.

Memphis, Tenn.—The car situation is bad and I can't see much improvement. There has been plenty of hot corn here much of which has to be spread out and turned to put it in marketable condition. Our market is growing because there is a better demand for grain from all parts of the South.—W. D. Moon.

Memphis, Tenn.—We have recently installed a moisture testing apparatus. I think the moisture test grades as adopted by the Uniform Grade Congress are about right with the exception of the 3% dirt allowed in three corn. That is too much. On a big car load that would be 2,000 lbs. or more which would be a great loss.—E. R. Gardner, Chief Inspector.

Memphis, Tenn.—We have had a tuff time to get along without cars but I think the situation is improving. Our weighing and inspection here is the best in the United States. There is no politics in it and Mr. Gardner, our inspector, is thoroughly honest. Our facilities for handling grain compare favorably with any market in the U. S.—S. T. Pease.

Memphis, Tenn.—The grain men here seem to think that those dealing in cotton have gotten the best end of the car deal. The fact remains however that there was stored in Memphis Apr. 8 \$10,000,000 worth of cotton waiting to be transported and a good share of that was piled in the streets and alleys with-

out any protection on account of warehouse shortage.

Nashville, Tenn.—Thousands of bushels of sacked grain have been transported this year by boat down the Ohio and up the Cumberland to Nashville. On account of the car shortage the boats have been unusually busy. As the boats are unloaded by negroes and they are ordered about by a foreman with a strong command of cuss words there is not only much activity to the scene but it is a picturesque one.

Nashville, Tenn.—This place always has been a good market. In the Spring of '03 the Grain Exchange was perfected for the protection of all interests in grain. Last year we received 40,000 cars of grain and 6,000 cars of hay. We do a business here that amounts to at least \$25,000,000 annually. We have adopted grades as established by the Uniform Grade Congress which go into effect July 1.—W. R. Cornelius, Jr.

Nashville, Tenn.—The city is full of corn more or less out of condition for which there is almost no demand. The corn was shipped from the West before it was thoroughly dry, was delayed in transit, and unusually hot weather caused it to heat in the closed cars. Cars both in and out have been extremely scarce during last six months. I have been in business here for forty years and Nashville has grown every year.—J. H. Wilkes.

Nashville, Tenn.—I have had enuf hot corn and certainly do not care for any more. I am of the opinion that grades are not rigid enuf in the North. In as much as they sell it on their own terms they let most anything go thru. The long delay in transit has made bad conditions worse. I have been five years in business here and while Nashville has always been a good market I think its future is very bright.—A. Rothschild.

Memphis, Tenn.—The H. J. Hasenwinkle Co. is owned by a number of eltr. men thru Illinois. I have been here only a short time but I thoroly believe in the future of Memphis. It has grown by leaps and bounds and for the last few years has been recognized as a great grain market. Among the reasons for this is its ideal position for distribution of grain to the South and Southeast. Memphis is the natural gateway to this territory.—H. J. Hasenwinkle.

Nashville, Tenn.—We have received quite a lot of hot corn here. I attribute the cause to the fact that the corn was stored in Western eltrs. before it had thoroly matured. When it was shipped South into this warm climate fermentation began. The car shortage and delay in transit have also affected the corn. We are not yet able to get cars as fast as we would like to have them. I have been in business here for the last 20 years and have always thot Nashville a great market.—R. M. Samuels.

Nashville, Tenn.—We haven't had much hot corn and what we have received has been caused by delay in transit. We are much better here on hot corn than farther south. The car situation is bad here, altho I think it is getting better. I don't believe we ever will have another season as bad as this one. I think the shortage has not been due so much to a lack of cars as motive power. We need two more driers here and I think more will soon be built.—John H. Bell, Bell Duff Comm. Co.

Memphis, Tenn.—The Mo. P. and Southern railroad companies have given

a contract and broken ground for a 500,000 bus. eltr. which will be absolutely modern in every particular and thoroughly equipped. The elevator is built with the idea of bringing grain in by the Iron Mountain and shipping it out by the Southern. From personal observations I should say it would be a conservative estimate to say there are 5,000 cars of hot corn in the South. I think Memphis is absolutely the logical supply point of the green land territory.—Chas. D. Jones.

Nashville, Tenn.—The West Nashville Grill Club is an organization that is still in its infancy, but promises to be one of the most important clubs of the grain men south of the Ohio. Every member is enthusiastic to the solar plexus for the primary function of the club is to eat. To make a good story short, the grain men in West Nashville were unable to obtain the proper sort of nourishment at noon time, and so the above organization was formed, a club house built and a cook hired. Everything is now lovely altho the goose doesn't hang very high. Those grain dealers ate it.

Nashville, Tenn.—I haven't been caught with any hot corn this year for I have hot Ohio river corn. The car situation has been bad but at the present time is easier. I think Nashville is as good a market as a man could hit south of the Ohio river. Our system of weighing and inspection here has always been satisfactory and all kicks are adjusted as nearly right as possible by the Grain Exchange. I don't see why Nashville as a market should not continue to grow. The addition of the Illinois Central and Southern roads and the consequent interchange of cars, the new elevators that will go up, and other improvements all tend to make this a great market.—G. B. Ehrhardt.

Nashville, Tenn.—The conditions here as to hot corn are worse than I have ever known them in the history of the South. Extra hot weather in Mar. brot out defective qualities and caused damaging conditions with corn. Being farther south than other dealers we have suffered the most from these conditions. There are vast quantities of hot corn here in Nashville, but most of it, so I am told, is owned by other than Nashville dealers. Great quantities have been sent here to be dried. All of the dealers have been more or less hurt, if not by reason of having damaged corn, then by reason of interruption to regular flow of business. While the car situation has been very unsatisfactory it seems to be getting better. Several moisture testing apparatuses have been ordered and the Uniform grade rules will probably form the basis of all tests.—Caswell E. Rose.

Nashville, Tenn.—The Nashville Grain Exchange held its annual meeting Apr. 16 in the Board of Trade rooms and elected officers for the ensuing year as follows: Byrd Douglas, pres.; J. H. Wilkes, vice pres.; C. E. Rose, sec'd. vice pres.; W. J. Miller, B. McLemore, D. McKay, Murray Hogan and E. M. Kelley, directors. The sec. and treas. was not elected but a meeting will be held soon for that purpose. It is generally supposed that W. R. Cornelius Jr., the present efficient incumbent of the office, will be re-elected. The election of officers was attended with the usual good feeling that Nashville dealers always engender and satisfaction reigns supreme. Every dealer in Nashville is a member of the Exchange and every man is trusted and financially able to take care of a tremendous business.

Nashville is one of the most promising of the Southern markets and every man is enthusiastic over present business and future prospects.

Memphis, Tenn.—We have had an awful time getting cars, but it is becoming easier now. Our market has been in a demoralized state for the last thirty days on account of hot corn we have been getting. There is more hot corn on the market now than I ever saw in the same length of time in my life. Memphis is a growing market with a bright future. I would advise dealers not to ship any corn to this market unless they are absolutely sure it is in first class condition before it leaves their station. Then they should follow it thru with a tracer to destination. We have a large piece of property upon which we are going to build an elevator and warehouse this summer. The elevator will be modern in every particular, of 100,000 bus. capacity and the warehouse will be made large enuf to hold two hundred cars of sacked grain. It will be so located that we will have access to every one of the twelve railroads in Memphis. Aside from modern machinery in our elevator it will be as near fireproof as we can make it. The warehouse will be built of brick with a concrete floor.—John Wade.

TEXAS.

Galveston, Tex.—Robert Koehler of Koehler & Stoltz is going to build a large grain warehouse.

Hereford, Tex.—The Star Mill & Eltr. Co., of Amarillo, is building a mill and eltr. here with a storage capacity of 10,000 bus.

Fort Worth, Tex.—The arbitration committee of the Texas Grain Dealers Ass'n held sessions here Apr. 16 and disposed of many cases.

Fort Worth, Tex.—The annual meetings of the Texas Grain Dealers Ass'n and the Texas Millers Ass'n will be held here May 23 and 24.

McGregor, Tex.—McGregor Milling & Grain Co., incorporated, capital stock \$30,000; incorporators, G. W. Edwards, C. C. Edwards, W. Crouch and F. H. Johnson.

Sherman, Tex.—The Brackett-Fielder Mill & Grain Co., incorporated, capital stock \$80,000; incorporators, W. O. Brackett, A. A. Fielder, D. W. Gulick, R. S. Fulton, J. R. McElroy and T. W. Ridgeway.

El Campo, Tex.—The El Campo Rice & Eltr. Co., incorporated; capital stock \$25,000; incorporators, E. L. Correll, W. W. Duson, Andrew Wilson and others. A rice eltr. will be built.

Port Arthur, Tex.—The conveyor at the eltr. was blown down Mar. 29, stopping the loading out of vessel cargoes. The conveyor was built several years ago and the underpinning had rotted. Instead of rebuilding the conveyor, which extended 300 ft., it is probable the slip will be excavated to the eltr.

Austin, Tex.—Both branches of the legislature on Apr. 9 passed a law absolutely prohibiting the operation of bucket-shops, cotton exchanges and dealings in futures. Brokers who execute orders for future delivery on recognized exchanges are exempted by its provisions. Governor Campbell has signed the bill and it will go into effect 90 days from Apr. 12.

WASHINGTON.

Walla Walla, Wash.—Agreements to fix prices of grain are forbidden in a bill introduced in the legislature.

Seattle, Wash.—The freight bureau of the north Pacific Asiatic lines meets Apr. 25 to raise or lower rates on wheat and flour to the orient.

Spokane, Wash.—The Farmers Grain & Supply Co. has brot suit against E. A. Oliver to recover \$2,205 damages for failure to fulfill contracts for building and repairing eltrs. It is alleged the eltrs. at Hatton and Cunningham, which were to have been 34x36 ft., were built only 30x33 ft. It is alleged repairs on the warehouse at Sprague were not completed in the time agreed upon.

Walla Walla, Wash.—The price of grain bags has been fixed by the state board of control at 9 cents each; compared with 6½ cents last year. Under the new law prison-made bags will be allotted to the different counties according to crop estimates. Former Governor Moore says: "It has been demonstrated that it is cheaper for the farmers to purchase their grain bags from the Portland dealers than it is to purchase them at Walla Walla with the local freight added. This business has been very poorly handled, and as a result the state will probably not be able to dispose of its grain bags."

WISCONSIN.

Neenah, Wis.—The Lachmann Grain Co. has succeeded the Lachmann & Fin-ton Co.

Milwaukee, Wis.—The Wisconsin State Millers Ass'n will hold its fifth annual meeting at this city Apr. 28.

Milwaukee, Wis.—Elsewhere in the Journal will be found a report of the frauds committed by John A. Adams, pseudo commission merchant.

Shennington, Wis.—I have sold out my interests at Shennington to C. T. Baker, Sons & Co., and have engaged in the real estate business.—F. W. Hahn, Tomah.

Milwaukee, Wis.—The Chamber of Commerce has doubled the fee for clearing grain. The charge will be 10c per 5,000 bus. and 5c on each lot of less than 5,000 bus.

Madison, Wis.—The legislature has passed a bill providing that all seeds hauled on the highways must be contained in tight bags to prevent the dissemination of noxious weeds.

Superior, Wis.—Argument was heard in the supreme court at Madison Apr. 11 in the suit of Homer Fowler against the Metzger Seed & Oil Co., to recover on account of grain purchased.

Milwaukee, Wis.—The following committees of the Chamber of Commerce were recently appointed for the ensuing year: Supervisors of grain inspection and weighing, W. P. Bishop, O. Z. Bartlett, W. H. Manegold, J. M. Riebs, Jr., Julius Zahn; rules and regulations, Clark Fagg, W. J. Langson, W. M. Bell.

Superior, Wis.—Testimony of the Wisconsin Grain & Warehouse Commission in regard to the alleged discrimination by the railroads against Wisconsin grain inspection and the Superior Board of Trade was heard Apr. 17 and 18 by the Wisconsin State Railroad Commission, and the defense of the railroads will be heard May 2 at Madison. The commissioners requested the attorneys to file legal advice on three questions. The first

question is if a railroad eltr. which had been public could be leased and turned into a private eltr. The second if a railroad should be forced to furnish eltrs. for its shippers. This relates mainly to the Northern Pacific which has no eltr. here. The third question asks if a railroad which leases an eltr. to other parties has the right to control the method of operation. Opinions will be filed for the Board of Trade, for the Great Northern, for the Omaha and for the Northern Pacific.

MILWAUKEE LETTER.

Considerable of the corn now being received is in bad condition, due probably to the moderate weather during the last couple of weeks, and the local eltrs. are full of damp corn to be dried.

Dealers here predict unusual activity in marine transportation this season. With the eltrs. full and more coming daily; a brisk demand and good prices, indications are that Milwaukee will more than hold its own as a grain distributing port.

That, in order, to increase the membership of the Chamber of Commerce, there should be a reduction in the fee for admission, is one of the suggestions contained in Pres. Johnson's inaugural address. It is expected that, if necessary, the rules will be amended, as the limit is practically 605, and there are now 601 members.

F. Kraus Co., one of the oldest receiving and shipping concerns in this market, with offices in the Mitchell building, has discontinued business. The firm was founded about twenty years ago under the name of Kraus & Asmuth and later continued under the present name. F. Kraus, one of the original founders, died a few years ago, and the business has been carried on by a joint company since.

The annual reports show the Chamber of Commerce to be in a healthy financial condition. The total income shows an excess over all disbursements of \$2,483, which increase the surplus fund to \$13,380. This report is especially favorable in view of the action taken by the Chicago Board of Trade about two years ago, which tended to decrease the value of memberships, and force part of the business transacted in this market to the Chicago market.

Some action will undoubtedly be taken in the near future to have freight rates established to this market over the various lines not entering the city, which has been the means of diverting considerable grain—otherwise attributable—to competing markets. Numerous cases can be cited, by commission merchants, where shippers have written stating that the railroad line on which they are located, not having access to this city, would not permit them to load cars for Milwaukee, resulting in a direct loss to Milwaukee receivers.

The gratuity fund of the Chamber of Commerce now amounts to \$129,168. Fourteen members died during the past year, eleven of whom were participating members in the fund. The widow or heirs of each of these members will receive a gratuity of \$575. Six hundred and one members paid the annual assessment of 1906-7. Three memberships were forfeited by failure to pay the assessment, and these will be sold under the rule for the benefit of any members concerned. One membership, forfeited the previous year, has been sold, but not yet transferred. One hundred and nine memberships were transferred to new members during the past year.—C.

Excessive Elevation Allowance a Rebate.

In the matter of allowance to elevators by the Union Pacific Railroad Company in general, and to the Omaha Elevator Co. in particular the Interstate Commerce Commission has decided that 1¼ cents per cwt. for elevating grain is more than it costs and is therefore a rebate.

This is the opinion of Commissioner Harlan: "An allowance made to a shipper of grain who furnishes elevation service under an arrangement with a carrier is a rebate and an unlawful discrimination when it involves a profit over and above the actual cost to such shipper of the service rendered. It is not a rebate when the allowance does not so exceed the actual cost.

"Elevation is defined as unloading grain from cars, or grain carrying vessels, into a grain elevator and loading it out again after a period of not to exceed ten days; it does not include "treatment" or grading, cleaning and clipping of grain; and retention in an elevator beyond ten days becomes storage, and is not a part of the service of elevation as that word is used in the statute.

"The law clearly recognizes elevation as a facility which the carrier may provide, and this authorizes the carrier to grant grain elevation at destination, or while the traffic is in transit, subject only to the restriction imposed by the act providing that elevation, like any other service offered by the carrier to shippers, must be open to all on equal and reasonable terms.

"Since a carrier subject to the act to regulate commerce is entitled to provide elevation for grain shipments, such carrier may either construct and operate the elevator itself or furnish elevation by arrangement with the owner of an elevator; and the amount of compensation paid by the carrier to the owner of an elevator rendering the service, is of no concern to shippers or to other carriers, unless it operates to affect the rates charged by the carrier upon the grain traffic, or unless, by some device, a portion of the allowance is returned to shippers, and thus becomes a rebate.

"The commission orders that the allowance by the Union Pacific Railroad Company to the Peavy Elevators shall be reduced, and shall not exceed ¾ of a cent per 100 pounds, such order taking effect June 1, 1907."

This matter was the subject of investigation by the Commission prior to June 15, '04, but on the evidence before it the Commission decided there had been no violation of law. Subsequently several individual shippers, and the C., B. & Q., A. T. & S. Fe and Chicago Great Western Railroad Companies, petitioned the Commission for a reopening of the case.

The decision was concurred in by a majority of the members of the Commission, Clements and Lane dissenting.

The Dominion government contemplates a duty on flaxseed of 7½c under British preference and 10c general.

Directors of the Millers National Federation recently appointed a committee to revise the uniform sales contract.

National Hay Ass'n will hold its annual meeting July 16, 17, 18, instead of the preceding week. The place is Niagara Falls.

Dollar wheat agitators, known as the American Society of Equity, contemplate holding a convention at Omaha, Neb., June 5, 6 and 7.

Establish

the fact that your cars were sealed at point of origin, with a seal that cannot be duplicated. They protect you against loss. Use the Tyden Seal. Self-Locking Car Seal, bearing your name and consecutively numbered, and the record is easy to keep. Adopted by U. S. Government for inspectors. Price \$3.50 per 1000, sample free.



INTERNATIONAL SEAL & LOCK CO.

CHAS. J. WEBB, Gen'l Sales Agt.
617 Railway Exchange Building, CHICAGO

Fumigate your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR,

Manufacturing Chemist Penn Yan, N.Y.

THE NEW ERA MAN LIFT



The original and only successful and reliable machine on the market. The very best money can buy.

The NEW ERA is the Safe Kind

More of these machines sold than all other warehouse elevators combined. This proves their worth. Time and Labor Savers.

BUY ONLY THE NEW ERA.

Write us for further information
Sidney Elevator Mfg. Co.
SIDNEY, OHIO

The F. R. Morris Grain Drier

When figuring on a grain drier don't forget to send for my catalogue. When received read the testimonials of the actual users. Then write any or all of them. I am contented to abide by what they will tell you, as every one now using the Morris Drier, have made a thorough investigation of all the driers on the market and have taken my drier in preference over all others.

F. R. MORRIS
51 Chamber of Commerce, MILWAUKEE, WIS.

Grain Carriers

A meeting of the uniform B/L. committee is to be held at Chicago late this month.

The Welland Canal was opened Apr. 15, the steamer Robert Wallace being the first thru.

Construction of the Georgian Bay Canal was urged by Senator Bernier recently in the Dominion parliament.

Plans for the relief of the car shortage were discussed at a meeting of the American Ry. Ass'n at Chicago Apr. 24.

Contracts are soon to be let for the construction of 22 miles of the Cincinnati, Bluffton & Chicago from Bluffton to Huntington, Ind.

The South Dakota Central has let contracts for building 20 miles of the extension from Rutland, S. D., toward Arling-ton.

The *Traffic Bulletin*, in its weekly issue of Apr. 20, shows over 120 tariffs filed with the I. C. C. on grain and grain products.

The Canadian Pacific Railroad Company has chartered the steamers Glenellah and Dundee for the grain trade between Ft. William and Owen Sound.

Ice knocked a hole in the grain-laden steamer Brazil on its way thru the Straits of Mackinac from Green Bay to Buffalo. The boat stopped at Port Huron to close the opening.

The hearing by the Interstate Commerce Commission at Topeka on wheat rates from Kansas to Texas was closed Apr. 10 and arguments will be heard by the Commission at Washington June 7 and 8.

Failure to furnish cars for hay shipments is alleged by Henry Ruttle, Daniel Leonard and David H. Crosey in a complaint against the Pere Marquette R. R. filed Apr. 15 with the Interstate Commerce Commission.

The trunk line railroads of Alabama have petitioned for an injunction against the members of the state railroad commission to prevent the enforcement of the commodity rate law which fixes the rates on 110 commodities.

Demurrage claims aggregating more than \$70,000 have been filed with the Georgia Railroad Commission by Pennington & Evans, lumbermen of Barfield, who were unable to procure sufficient cars from the Augusta & Florida R. R. Co.

The Virginia Corporation Commission on Apr. 13 began enforcing the reciprocal demurrage law for the benefit of the shippers and consignees at Richmond, at the expense of the Southern Ry., which alleges the rules of the Commission are not binding.

The Minneapolis, St. Paul & Sault Ste. Marie R. R. has decided to build a line from the connection with the main line at Broton, Minn., northeast 200 miles to Superior and Duluth. The extension will cross the Northern Pacific R. R. at Royalton and at Mooselake.

The Standard Oil Co. was found guilty of having accepted rebates on 1,463 shipments of oil from Whiting, Ind., to East St. Louis, Ill., by a jury in the federal court at Chicago Apr. 13, and if the verdict is sustained by the higher courts, will be liable to fines of \$29,270,000.

Despairing of an early opening of navigation thru the Soo, the vessel owners on Apr. 23 employed the ice-crusher Algoma at \$400 per day to break a way thru the canals to Lake Superior, the expense to be apportioned among the 60 or more steamships blocked by the ice.

The statistical department of the Interstate Commerce Commission has announced that on July 1 all roads will be expected to begin operations under the new rules of uniformity of classification of operating expenses and revenues, construction, equipment and revenue.

A steel barge line is being organized at St. Louis by Thomas Warren to enter the grain trade between that city and New Orleans. The proposed Grain Growers & Exporters Transportation Co. is to provide elevator facilities at both termini, and negotiations are pending for the purchase of barges and towboats.

A reciprocal demurrage bill has been introduced in the Dominion Parliament by W. F. McLean of Toronto. The railway is to pay the shipper \$1 per day after 96 hours for each car not furnished for loading; and cars must be moved forward when loaded 50 miles per day under penalty of \$1 per car per day, payable to the party injured.

My experience as an adjuster of freight claims has thoroughly demonstrated the fact that a very large percentage of the claims made against carriers have real merit, and are deserving of as expeditious adjustment as the machinery of the claim office and accounting departments can provide.—Robert L. Calkins, freight claim agt, New York Central.

Circular No. 7 being sent out by the Railroad Commission of Indiana, Chas. B. Riley, secy., gives the superintendent of railroads condensed information on the new laws affecting railroads, including the filing of tariffs, free transportation, bribery, the regulations on car movement contained in the shippers bill, train rules and safety appliances. The circular, as issued by Secy. Riley, will serve as a reminder to the roads that the laws are made to be enforced.

The Northwestern Warehouse Co., of Portland, Ore., has made a demand thru the U. S. Court that 22 per cent of the cars of the Oregon R. R. & Nav. Co. be furnished it to carry grain held in elevators and warehouses in eastern Washington. From 1901 to 1905 the company claims to have shipped 22 per cent of the wheat and 26 per cent of the barley out of Portland, and that the road has been discriminating in favor of other shippers along its lines. The company is unable to ship 15,000 tons of grain in store.

The complaint of the Howard Milling Co., of Wichita, Kan., against the Santa Fe for imposing a rate of 65c on flour compared with 55c on wheat to the coast was taken up by the Interstate Commerce Commission at Portland, Apr. 18, but was not disposed of, the hearing being continued to a date not set. Charles A. Black and W. E. Kelleer, California millers, testified that they buy large quantities of wheat from Kansas every year and grind it into flour. They asserted that the present differential is not enough at present. S. M. Bristow, assistant general freight agent of the Southern Pacific, testified that the rate was fixed according to the rule to charge more for transporting a more valuable product.

The deplorable car shortage that has existed every place in this country where there is a railroad has driven some men into legislation, others into bankruptcy

and W. J. Stahl of Sterling Kan., to diplomacy. He is the manager of the Farmers Eltr. Co., who believes that where there's a will, some boards, nails, hammer and a stock car that means for transporting grain could be made. So he built a box car out of a cattle coach and loaded it with grain. Then as a fitting climax to his ingenuity carefully tacked a lettered sign to it which read, "This car belongs to W. J. Stahl, Sterling, Kas., return to shipper." Once, thrice, thirteen, eighteen times the car was loaded and returned to the car "squatter" before the supt. discovered the scheme. Of course it worked.

Model Car Service Rules Adopted by Ohio Commission.

On complaint by the Ohio Shippers Ass'n against the unreasonable car service rules enforced by the railroads the Railroad Commission of Ohio on Apr. 8 promulgated new rules to take the place of the unjust regulations of the defendant carriers, to be effective May 15.

A truly reciprocal provision of the new rules is Rule 15 whereby the shipper is paid in kind for expedition in loading or unloading, the carrier being benefited by receiving its cars more promptly.

Rule 1 provides that notice of arrival of freight shall be given within 24 hours, and a second notice after placement of car.

Rule 2. Twenty-four hours will be allowed on cars recognized, billed to order or awaiting Bs/L.

Rule 3. When cars are placed for unloading 48 hours free time will be allowed on cars under 60,000 lbs., and 72 hours on cars over 60,000 lbs., and when interchanged with minor railroads 24 hours additional.

Rule 6. When cars in transit are allowed the privilege of stopping for milling, shelling, cleaning, compressing or change of load 48 hours will be allowed.

Rule 9. When by reason of delay or irregularity of transportation cars are bunched and delivered to consignee beyond his ability to unload within the free time prescribed in these rules, he shall be allowed by the carrier such free time as he would have been entitled to had the cars been delivered in the order of shipment.

Rule 11. In calculating free time all holidays and general election days shall be excluded.

Rule 14. (b) Carriers shall not refuse to switch or handle cars for a shipper or receiver on account of unsettled car service charges accrued on other shipments.

Rule 15. If any patron elects the carrier shall enter into an agreement with him to apply the so-called average plan in lieu of the provisions of rule 3 for the determination and settlement of car service charges, the basis of the average to be 48 hours, fractions of days not to be taken into account, a credit of one day to be given on each car loaded or unloaded within 24 hours, such credit to be applied on cars detained more than 48 hours; no one car to be entitled to a credit of more than 7 days, balances to be closed at the end of each month.

Subject corn to the same scare that oats and wheat have had and what do you think its price would be? You cannot answer that question without admitting it is the best speculation on the Board.—E. W. Wagner.

Supply Trade

Welge & Lilly have enlarged the drum of their car loader so that it will now load grain as fast as the most industrious dealer may wish.

The value of advertising space, big or little, depends not on how many words you can get into it but on how many dollars you can get out of it.

The American Spiral Pipe Works, Chicago, has increased the number of directors from three to five and has otherwise made better arrangements to handle a constantly increasing business.

The Chicago office of the Standard Scale & Supply Co. has moved into much larger quarters on 50-52 So. Canal street, than was formerly occupied. The office is under the efficient management of B. F. Simpkins.

The Beall Improvements Co. has just made a little model of its Separator for exhibition purposes that is an interesting piece of mechanism. While it looks like a plaything it shows every detail of a machine that is giving excellent satisfaction.

Jules Lepage, formerly with the Straub Machinery Co. of Cincinnati, has accepted a position with B. F. Gump Co., owing to the constantly increasing trade of this firm it has been found necessary to add several new men to the force within the last year.

That endless belt employee's elevator of Humphrey's is giving good satisfaction and is finding its way into new places right along. The latest installments were for the Tennessee Mill Co., Estill Springs, Tenn.; the Aulne Milling Co. Aulne, Kan. and the Wellington Mfg. & Eltr. Co., Wellington, Kan.

The Grain Dealers Fire Insurance Co. has opened an office in the Board of Trade Building at Kansas City, Mo. J. J. Fitzgerald who has been with the company from its start and had a great deal of experience in mutual fire insurance work will handle its business of the Southwest thru this office.

The Minneapolis Steel & Machinery Co. finds the demand for Twin City Corliss Engines and Muenzel Gas Producer Engines increasing so rapidly in the southwest that it has become necessary to establish a branch office in Texas. J. P. Greenwood is the manager of the new branch office at 262 Commerce street, Dallas, Tex.

Display advertising is selling effort. Direct or indirect, whatever the plan, the end is the same—selling effort. Display ability consists largely of wise selection—copy to fit the mediums, the goods the prospective buyers, and the temper of the times—copy to get the business regardless of theories—copy that produces publicity plus sales.

The Neale grain door is the name of a new one that has just been placed on the market. It takes its name from the inventor, state scale expert Charles P. Neale of Minneapolis. A company has been organized and incorporated with a capitalization of \$100,000 for the manufacture and sale of the doors. It is asserted by those interested in the company that Mr. Neale has solved the grain door problem.

Creditors lately filed an involuntary petition in bankruptcy in the United States District Court at Scranton, Pa. against The Wolf Company, well known manufacturers of mill machinery. The cause of the failure is alleged to have been the result of poor investments. The receiver, Walter K. Sharpe of Chambersburg, will operate the plant until a reorganization is affected. The liabilities are said to be \$750,000.

The B. S. Constant Co., manufacturers of the U. S. Warehouse Corn Sheller and other well known grain handling specialties, has given J. A. Horn, millwright and elevator builder, of Oklahoma City., Okla., the exclusive agency for its machinery in Oklahoma which also includes the Indian Territory. Its trade in that territory is growing and it hopes this arrangement will prove a convenience for customers.

The C. O. Bartlett & Snow Co. has just issued its sixteenth catalogue which is devoted exclusively to the exposition of mechanical drying machinery. During the last fifteen years this company has been called upon to dry almost every substance containing moisture, and the result has been that many different types of dryers have been made. The catalog is well illustrated and of value to those interested in mechanical drying machinery.

The United States Scale Co. at Terre Haute, Ind. is building a new factory into which it expects to move soon. The company has just received letters patent for a new railroad track scale that it claims promises to be a very popular scale. It is one of purely link motion, thus providing that all oscillation and vibration shall be carried on the links, thereby obviating scraping conditions, knife edges remaining dormant at all times.

The Man and His Work.

John L. Shroy, in Bagology.
I haven't much faith in the man who complains
Of the work he has chosen to do.
He's lazy, or else he's deficient in brains,
And—maybe—a hypocrite, too.
He's likely to cheat and he's likely to rob;
Away with the man who finds fault with his job.

But give me the man with the sun in his face,
And the shadows all dancing behind;
Who can meet his reverses with calmness and grace,
And never forgets to be kind;
For whether he's wielding a scepter or swab,
I have faith in the man who's in love with his job.

Exports.

Buckwheat amounting to 176,712 bus. was exported during the 8 months prior to Mar. 1, 1907; against 617,224 bus. for the corresponding period of 1905-06.

Broom corn valued at \$184,894 was exported during the 8 months prior to Mar. 1; against \$172,245 worth during the corresponding months of 1905-06.

Malt amounting to 249,552 bus. was exported during the 8 months prior to Mar. 1; compared against 716,220 bus. for the corresponding months of 1905-06.

Linseed oil cake amounting to 455,768,000 lbs. was exported during the 8 months prior to Mar. 1; against 490,301,381 lbs. during the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.



ENVELOPES for MAILING
GRAIN and MALT
QUALITY and PRICE RIGHT

J. L. THOMPSON
107 Dearborn Street
Tel. C 79 CHICAGO



THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

DEAR BROTHER GRAIN DEALER:—

You are doubtless like a great many others who are losing considerable money by reason of leakage of grain in transit. You can curb this loss by using KENNEDY'S CAR-LINER which costs you only \$1.30 per car and saves you many times its cost. More information cheerfully furnished if desired.

Yours truly,

FRED W. KENNEDY,
Shelbyville, Ind.

When in Trouble

Or when you need an investigation or settlement made, write me or call up Long Distance Phone Harrison 5022.

Misunderstandings arise wherein EXPERT ADVICE and ADJUSTMENT is invaluable.

I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjusting complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

JOHN HILL, JR.

MEMBER CHICAGO
BOARD OF TRADE

Board of Trade Building, Chicago

Long Distance Phone Harrison 5022

Consulting and Auditing Expert
Grain, Stocks, Cotton, Investments

Books Received

TESTS OF CORN, OATS AND WHEAT.—The results of the satisfactory tests of varieties of corn, oats and winter wheat made in all sections of Indiana last year by 409 experimenters have been tabulated in Bulletin No. 117 of the Purdue Agri. Exp. Sta., La Fayette, Ind.

FEEDING STUFFS LAW.—The feeding stuffs law enacted by the last legislature and approved by the governor in March; the formaldehyde law; the paris green law and the fertilizer law, are published in full in a special bulletin, No. 5, just issued by the North Dakota Agri. College Exp. Sta., Agricultural College, N. D.

SPRAYING.—Experiment station of the Iowa State College has just issued Bulletin No. 89, which is a spraying calendar dealing with orchard and farm crops enemies. It treats of the various fungous diseases and insect pests of the orchard and smuts of barley, wheat and oats. This bulletin may be obtained by applying to C. F. Curtiss, director of experiment station, Ames, Ia.

EVERBODY'S PAINT BOOK is the title of a new book just issued by M. T. Richardson Co., New York. It is published for the special use of those who desire to do their own painting. The author has been engaged in painting for over thirty years and thru the columns of the book has given a great deal of technical knowledge in a very lucid manner. It retails for \$1.00 postage prepaid.

THE GREEN BUG.—In response to the popular demand for information regarding this comparatively unknown pest the Dept. of Agri. on Mar. 29 issued a circular entitled "The Spring Grain Aphid" in which the *Toxoptera graminum* is described and illustrated with four engravings. The author, Professor F. M. Webster, in charge of cereal and forage plant investigations, relates his observations of the insect in 1884 and 1889-1890, refers briefly to the outbreaks of the pest, names its natural enemies and describes the weather conditions under which it thrives or dies. Circular No. 85, 7 pages; Bureau of Entomology; U. S. Dept. of Agri.; Washington, D. C.

THE USE OF ALCOHOL AND GASOLINE IN FARM ENGINES is the title of Farmers Bulletin No. 277, by C. E. Lucke, professor of mechanical engineering, Columbia University, and S. M. Woodward, engineer, office of experiment stations. From tests made in Germany it is stated that "So far as fuel costs are concerned, with a motor specially constructed for alcohol the fuel prices for alcohol per gallon might be twice as much as for petroleum distillate (gasoline) and still give power for less money." "An engine built for gasoline or kerosene will, when unchanged, require about twice as much alcohol by weight for the same work." While a valuable treatise on explosive engines and their principles the bulletin has very little information on alcohol engines, the publication of the details of the tests made by the Experiment Stations having been reserved for another bulletin. The authors state that "From correspondence with the builders of gasoline and kerosene engines practically all of them are indifferent to the introduction of alcohol engines. They are quite willing that their regular engines be sold for

and used with alcohol, but they are not inclined to give any guarantees on performance. Individually they are decidedly averse to undertaking the development of a special alcohol engine, because this means extra expense in drawings, patterns, gigs and tools, and it is certain they will do very little as long as the public does not insist upon having a specially designed alcohol engine.—U. S. Department of Agriculture, Washington, D. C.

THE KANSAS STATE BOARD OF AGRICULTURE has just issued its fifteenth biennial report under the supervision of Secy. F. D. Coburn. While the issue is primarily intended to be of practical benefit only to farmers, stockmen, and grain dealers, it shows that the Sunflower state has eclipsed all former records in its development and prosperity as the value of the state's farm and live stock product is 10.3 per cent better than the best preceding biennium. During the past six years Kansas has raised three crops of wheat of over 90,000,000 bus. each. In five of the six years the annual wheat crops have been worth \$50,000,000. The sugar beet industry has also become an important part of the state's industries.

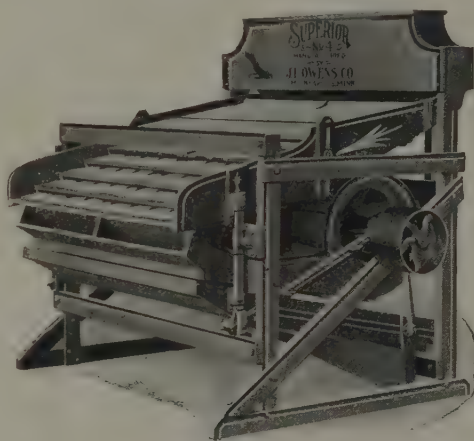
A Superior Cleaner.

Many of our readers have long felt the need of a machine which would successfully separate wild and tame oats from

How Jim Hill Beat the Buffalo Pool.

J. J. Hill, of the Great Northern R. R., in his testimony before the Interstate Commerce Commission, said: "I know that at the large steel elevators we built in Buffalo, transfer of grain did not cost a quarter of a cent.

"We had ships on the lake, and we had our own steel ship and the grain weighed out of our own elevator at the head of the lake into our own steel ship by our own weighmaster and by the weighmaster of the State of Minnesota, and when it got to Buffalo and was unloaded it was 2,500 bushels short. I recall one trip. We knew there could not be half a bushel lost by that ship and our own crew. At the time we built the stock of the elevator pool in Buffalo sold at 600. I think they offered us 3/16 at par if we would leave the price they charged where it was. The charge was a cent and a quarter and a quarter of a cent for shoveling, they owning the patent shovel. It made the charge a cent and a half. We put the rate—and included insurance, because there was nothing to burn in our elevator—at half a cent. I remember that the State warehouse commission went down there and went thru it and went thru a number of eltrs. elsewhere, and they thot it was a great benefit to the State. I tried to get the State legisla-



wheat aside from cleaning wheat, oats, flax, etc., and we wish to call their special attention to the accompanying cut, which shows the Superior No. 4 Cleaner, which is manufactured by the J. L. Owens Company. This machine has been in successful operation for some time, has proven itself to be one of the best machines of its kind and is growing more popular all the time.

The Owens Company also advise us that it is now manufacturing this machine with a suction, which gives it a large capacity. They have a strictly up-to-date catalog, showing their full line, which they are pleased to mail to all who will write for it.

The labor problem is still a serious one for farmers, and although wages have materially advanced over last year, farmers are unable to secure sufficient help. Close to cities it is almost impossible to secure reliable farm help.—Ohio State Board of Agriculture.

ture to put its elevator laws on some sensible, reasonable line and gave that as an illustration. If we sent 100,000,000 bus. to Buffalo—and there are over 200,000,000 handled a year—it saved \$1,000,000, a cent a bushel on 100,000,000 bus. It saved \$1,000,000 a year. The public got that and got all the advantages and we got all the abuse.

"We told the gentlemen down there who offered us \$300,000 more than the elevator cost that they could have it. The evil of shortage disappeared when we put up our elevator. I will show you how they weighed. The rule was, they would weigh down draft for every 100 bus.; they would not take a scale that weighed more than 100 bus. and they wanted down draft. If you had 5,000 bus. and weighed it in hundred-bus. drafts and let it come down 4, 5, or 6 pounds on every hundred bushels, it amounted to something. They would not weigh it any other way, but we made them, I think."

Constitutionality of Landlords' Lien Laws.

Long ago shrewd landlords induced the different state legislatures to enact laws which in fact made grain buyers assist the landlord in the collection of his rent from tenants and in some states almost made the grain buyer guarantee the rent.

Everyone recognizes the rank injustice of the laws and the grain dealers of some states have co-operated with the result that it is made a penal offense to sell farm products against which there is a lien.

Iowa admits the possession of one of these First Aid to the Landlord laws, but the 1800 grain buyers of the state must admit they are to blame for its remaining on the statute books.

A prominent firm of attorneys, Carr Hewitt, Parker & Wright in an opinion to Secy. Wells of the Iowa Grain Dealers Ass'n recently wrote:

"Complying with your request for an opinion as to the constitutionality of the statute of this state giving to landlords a lien for rent upon the crops of their tenants, grown upon the leased premises, we beg to say that we have examined the question with care, and are of the opinion that the law is in no sense a violation of either the state or the federal constitutions.

"The suggestion that the statute is objectionable as class legislation, is without merit. True it is that the law is only available to those persons who own property which is let out to tenants, and that those persons, when that phase of their occupation or means of livelihood is alone taken into consideration, constitute a class by themselves, but it is equally true that this means of employment or livelihood is open to all persons, and that the law operates alike not only in favor of all persons so engaged, but against all persons who are tenants raising crops. Among such persons, there is no preference under the statute; all have like security, and all are limited by the same restrictions.

"Similar laws are in force in most of the states of the union, and have been for many years, and have, for the most part, not only received the approval of the people, but have in a few instances received the sanction of the courts, when the question of their constitutionality has been raised. The liens given by statute in most of the states to mechanics, material men, inn-keepers, ware-house men, etc., are open to the same objection that has been suggested with reference to the landlord's lien law of this state. The most of these statutes have at some time been held not to be in violation of the constitution as class legislation. They have come to be regarded as the well settled law of the land, and are no more objectionable as class legislation than any other law which does not affect all of the people, simply because they do not all

happen to be engaged in the occupation to which the legislation refers or is applicable."

Picking Corn by Machinery.

Corn growers are eagerly looking for a perfected machine that will do away with the employment of hands in picking corn. Labor is hard to get and to keep, and men are demanding unheard of wages.

When we consider that the acreage of corn in the United States is about 95,000,000, the utilization of all the corn fodder by the employment of modern corn harvesting machinery would add annually \$807,500,000 to the wealth of American farmers and still allow full price for the use of the different machines, says Professor C. J. Zintheo.

For the engraving herewith, showing one of the successful corn pickers, we are indebted to *Popular Mechanics*. This picker has guide chains with the usual prongs for straightening up the stalks. The chains form a stalk passage extending rearward thru the machine.

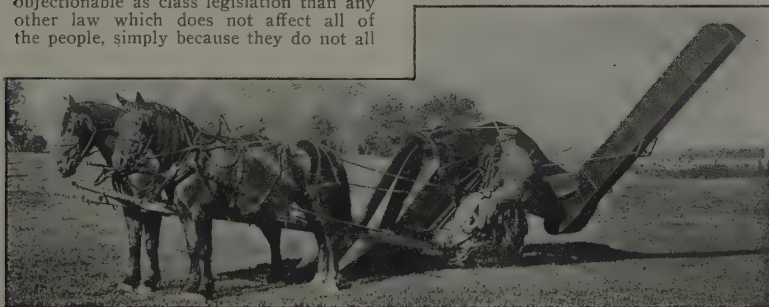
As the machine passes over the row the ears on the stalks are engaged by fingers on a rapidly running chain at one side and between the guide chains, in such manner that the ears are snapped off. A deflector directs the ears to a receptacle from which they are carried to the husking rollers and thence to the wagon. The tops of the cornstalks are cut off; and by means of a conveyor this and other trash is carried to the rear and dropped on the ground.

The Advance in Telegraph Tolls.

"An equalization in rates to benefit the public" is the way the local manager of the Western Union Telegraph Co. describes the recent adjustment of telegraph rates by the Western and Postal Telegraph Companies. While it would be erroneous to say there has been a general advance in rates, that is what it amounts to. For instance, in many cases it has often been possible until the adjustment, to telegraf from a central point to a station five hundred miles distant as cheaply as one could a hundred miles away.

It is a straight business proposition. While the manager of the Western Union Co. declares the action was not taken for revenue purposes, W. I. Capen, Gen'l Supt. of the Postal Co., asserts that for the last few years expenses have continually increased, while telegraf prices have remained the same, therefore it was imperative that rates be advanced.

Wheat is low enuf and I think it will go higher, especially if they keep filling us up with bug stories.—P. H. Schifflin.



Modern Machine for Picking Corn.

Novelties for Advertisers

Now is the time for

GRAIN MEN

to place their order for advertising novelties

Grain Conventions

will begin soon. Write us for samples and prices

S. D. CHILDS & COMPANY, Chicago



Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., South Bend, Ind.

Liability, Accident & Credit INSURANCE

London Guarantee and Accident Co. Limited

Head Office, Chicago, Ill.

CIFER CODES

Use a good Telegraph Cifer Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

ROBINSON'S TELEGRAPH CIPHER CODE

is used more extensively by the grain trade than all others combined. Well arranged, compact; can easily be carried in the pocket. Well printed on good paper. Bound in leather, \$2.00; cloth, \$1.50.

HAY AND GRAIN CIPHER CODE is for the use of hay receivers and shippers. Is well arranged, compact and well printed on good paper. Price, \$1.00.

A. B. C. INTERNATIONAL CODE is used more extensively in international trade than any other. Bound in cloth, 480 pages. Fourth edition, \$5.00. Fifth edition, 1,400 pages, \$7.00.

BALTIMORE EXPORT CABLE CODE, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 132 pages. Price, \$8.00.

COMPANION CABLE CODE, a complete general code, with words from the official telegraph vocabulary. Bound in cloth, 144 pages. Price, \$5.00.

RIVERSIDE CODE, fifth edition, specially adapted for use of millers and flour dealers who do an export business. Bound in flexible leather covers, 228 pages. Price, \$3.00.

UNITED STATES CIPHER CODE, bound in cloth, 136 pages. Price, \$3.00.

AMERICAN SEED TRADE ASSN.'S CODE, well bound in either flexible or hard cloth covers, 124 pages. Price, \$2.00.

YOUR NAME in gilt letters stamped on front cover on any of above books for 25c extra.

For any of the above, address

GRAIN DEALERS JOURNAL

255 La Salle Street, Chicago, Ill.

Patents Granted

Gas-Engine. No. 850,718. William H. Ash, Bay Shore, N. Y.

Conveyor Chain. No. 850,149. Michael Garland, Bay City, Mich.

Gas-Engine Valve-Gear. No. 850,175. Marvin A. Neeland, Youngstown, O.

Carbureter for Gasoline-Engines. No. 850,339. Fredson E. Bowers, New Haven, Conn.

Huber, Brooklyn, N. Y. The belt comprises semi-rigid strips, a plurality of spaced rods extending longitudinally of the belt and connecting the strips with the spaces between of greater width than the strips. A plurality of links is pivotally connected to opposite sides of the bar and provided with curves disposed between the bars.

Car-Mover. No. 850,154. (See cut.) Randolph R. Hageman, New Madison, O. The wheel engaging block is pivoted at its lower end to the shoe engaging the rail. Fulcrumed to the shoe in the rear of the wheel engaging block is a lever provided with a cam-shaped nose coacting with the rear face of the block above its pivotal point so as to have

feeding wheel by sliding the counter shaft to or from the center of the disk.

Separating or Grading Machine. No. 850,447. (See cut.) Charles F. Shumaker, Silver Creek, N. Y., assignor to Invincible Grain Cleaner Co., Silver Creek, N. Y. The inclined screens are composed of several sets of longitudinal fingers arranged in stepped order with the free ends of the fingers of one set above the attached front ends of the fingers of the next lower set. The fingers are spaced alike in the several sets in the same screen but differently in the different screens. The screens are shaken in a longitudinal direction. Elevators carry the material from the tail end of one screen to the head end of the next screen. The sheet metal fingers have convex upper faces and their side portions folded under into their concave under sides, whereby folded longitudinal side edges are formed on the fingers.

Railway Management Condemned

The Ohio Railroad Commission is making an example of the Detroit, Toledo & Ironton Ry. Co., a line that has conspicuously failed to furnish cars to grain shippers. Only 169 cars were supplied to 13 eltrs. at 8 stations which made complaint, during January and February; and an embargo was placed on shipments off its lines, causing a loss of 5 cents per bu. thru being kept out of the best eastern market.

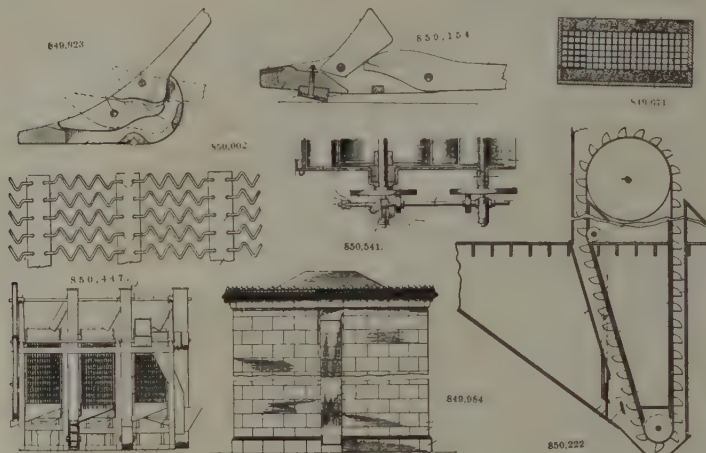
The company also failed to inform shippers of the advance in rates as required by law, its tariff not having been posted at stations, whereby grain shippers were again caused loss. The Commission will go to extreme lengths in an endeavor to compel the company to fulfill its duty to furnish cars.

The Commission, after a hearing of the defense offered by the road to the complaints by shippers, recently scored its management in the following words: "While it is true that the carrier increased its equipment during the year 1905 such increase was the first for some years, and was not commensurate with the demands upon its service which the officials shud have foreseen, and the fact that it has not made further provision for an increase of its box car equipment subjects it again to criticism. Some railroads are not supervised in their appointments, nor in the skill of their operation by their actual owners. These vast quasi-public servants, monopolistic in character, are entrusted to men upon whom the only injunction too frequently is to secure profits—upon inflated stocks and interest upon excessive bond issues. Instead of putting earnings into the properties that are deficient and building for permanence, enhancing their future earning power, and affording the fullest measure of usefulness to the public, everything is subordinated to present distributive dividends."

Imports and Exports of Beans

Beans and dried peas amounting to 316,103 bus. were imported into the United States during the 7 months prior to Feb. 1, 1907, compared with 341,671 bus. for the corresponding period of 1905-06.

Exports of beans and dried peas amounted to 292,862 bus. of domestic and 4,368,759 bus. of foreign origin during the 7 months prior to Feb. 1, against 304,535 bus. domestic and 6,727,096 bus. of foreign growth for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.



Sparkign Mechanism for Gasoline-Engines. No. 849,716. Harry E. Atwater, Champlain, N. Y.

Sparkign Device for Internal-Combustion Engines. No. 849,769. Francis W. Brady, Englewood, N. J.

Oil-Engine. No. 12,635. Henry Soeldner, East Williamsburg, N. Y., assignor to De La Vergne Machine Co.

Lubricator for Explosive-Engines. No. 849,495. James Powell, Cincinnati, O., assignor to the Wm. Powell Co., Cincinnati.

Spark-Ignition System for Explosion-Engines. No. 849,820. Richard Varley, Englewood, N. J., assignor to the Auto-coil Co.

Igniter for Explosive-Engines. No. 849,797. Elden P. Lamb, Rockland, Me., assignor to Camden Anchor-Rockland Machine Co., Rockland.

Device for Testing the Germinating Power of Seed Corn. No. 849,671. (See cut.) Alfred R. Francis, Kent, Ia. Sectional crates having compartments are packed in a receptacle. Pervious cloths are spread between the crates, which have layers of sawdust above and below to absorb surplus moisture.

Car-Mover. No. 849,923. (See cut.) Mason N. Shell, Eckman, W. Va. The operating lever is mounted upon the frame and provided with means for directly engaging the wheel and also with means for operating the shoe, the lever and the shoe engaging the wheel successively. The inner end of the lever is a cam engaging an end of the shoe.

Conveyor-Belt. No. 850,002. (See cut.) Ernest A. Houchin and Anthony

rolling contact with the block as the lever is depressed.

Grain-Bin. No. 849,984. (See cut.) Thomas Dougherty, Minneapolis, Minn. Air passages are provided by having the inner wall hollow with obliquely arranged tributary passages extending thru to the inner surface of the inner wall downwardly. The foundation is composed of interlocking blocks each having an upwardly projecting lug arranged near one edge, and the bin wall also is composed of interlocking blocks, the inner and outer walls and the space between being covered by a cornice.

Grain-Elevator. No. 850,222. (See cut.) Thomas F. Hall, Omaha, Neb. An inclined elevating belt is inclosed in an inclined leg having a relief chamber communicating with its lower end and with the space in front of the discharge end of a grain spout. A barrier is placed adjacent to the path of the elevator cups and between the cups and the discharge end of the grain spout. Means are provided for conducting the overflow from the ascending elevator cups to the space between the grain spout and the barrier.

Boot for Elevator. No. 850,541. (See cut.) Frank C. Payne, Manteno, Ill. A hopper opens adjacent to the elevator. The lower end of the hopper terminates in a horizontal surface over which grain will not pass of its own weight. Grain from the hopper is received by a paddle in advance of its front face and moved by the paddle across the horizontal surface, thus feeding the elevator cups. On the shaft of the boot pulley is a friction disk driving a corresponding friction disk on the shaft of the paddle wheel. The quantity of material fed into the elevator is varied by changing the speed of the

What to Do After a Fire.

M. A. Reynolds, Secy. of the Millers' National Insurance Co., has made the following suggestions to policyholders:

Notify every insurance company interested at once.

If there is a total destruction of the property, say so. If only a partial loss state the fact, and give your best estimate of the amount of the damage.

Adjusters have been sent on losses where the expenses of the trip were in excess of the claim, owing to a lack of this knowledge.

If the loss is small you may get immediate instructions to go ahead and repair, saving time and loss of business, which the delay in sending an adjuster might incur.

Losses are taken up in the order they are reported and it may be days before your claim can be reached.

Without delay proceed to care properly for any property left in a damaged condition and protect from further loss.

Pay no attention to advice from any source that conflicts with this instruction, for it is a provision of your policy, the ignoring of which will make you responsible for any loss that follows.

DAMAGED GRAIN in any condition has a greater or less market value, and this is true of flour, feed and other mill products, and the salvage should be put in the best possible condition for sale, or to be valued by appraisers. If it is in such condition as to become worthless

make a fictitious claim in order to get what is justly your due.

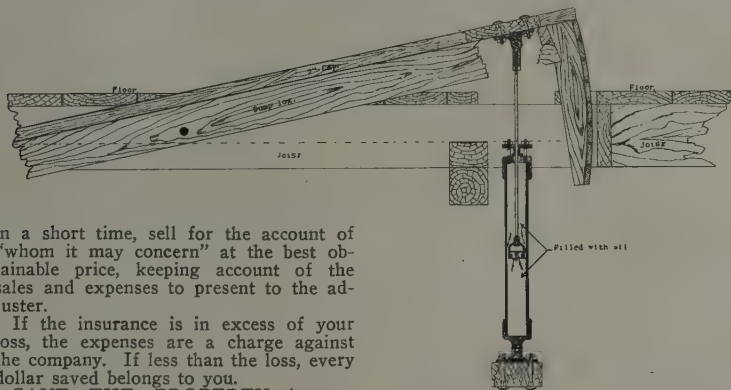
This unfortunate mistake has put more claimants under suspicion of having burned their property for the insurance, caused more disagreements and so-called "hold-ups" than any other one thing.

An Automatic Dump Controller.

During the Fall and Winter months, the grain dump, to the casual observer, is the busiest part of the elevator. To the farmer, it is next in importance to the check he receives. In a good grain producing section, during the busy season scores of farmers await their turn at the dump to unload their grain by the gravity process. While the dump is a great labor and time saver, yet it is "viewed with alarm" by many farmers with fractious teams. Especially the illustrious equine Arkansas traveler, the mule, is often skittish about the operations of the dump.

The Reliance Construction Co. is cognizant of this and accordingly has perfected an automatic dump controller that is said to reduce accidents resulting from poorly controlled dumps, to the minimum.

The cylinder of the dump controller illustrated herewith is made of 3 inch gas pipe, 30 inches long. The piston works in a cylinder of oil. On the upper end of the cylinder is a stuffing box thru which the piston rod works. The rod is attached to the dump by a knuckle joint. The valve on the lower end of the piston is similar to that used on an ordinary pump. As the cylinder is filled with lubricating



Automatic Controller for Wagon Dump.

in a short time, sell for the account of "whom it may concern" at the best obtainable price, keeping account of the sales and expenses to present to the adjuster.

If the insurance is in excess of your loss, the expenses are a charge against the company. If less than the loss, every dollar saved belongs to you.

SAVE THE PROPERTY in any event, the rule of law being that you are required to do "what a prudent man would do having no insurance," and it is held that "no prudent man will permit the destruction of property in his power to save."

Having attended to the salvage, make a detailed statement of your loss, for each item of your insurance. Your contention that "the loss is greater than the insurance" may be true, but it will not be accepted as a voucher by State Insurance Departments and Chartered Accountants who examine the company, without the items that go to make the claim.

AN INVOICE is required when you sell a bill of goods to a customer, and the company is compelled to require one of you, and you must be sworn as to its truth, therefore prepare it with care, for a knowingly untrue statement in Proofs of Loss is one of your acts that voids the policy.

Do not get the mistaken impression that this or any other reputable insurance company sends an adjuster to cut a claim below your actual loss, and that you must

bricate oil, the rapidity of the fall of the dump is governed by the oil which passes thru an opening in the valve. This may be regulated by the operator. When the dump is moved into place, after the load is discharged, the valve opens and allows the oil to pass thru freely, altho with enuf resistance to insure its closing easily and without jarring.

The controller is located out of the way under the drive floor, and is easily attached to the dump. In attaching the piston to the dump it should be placed well toward the front, and directly between the dump logs so as to secure uniform action.

It is easily attached to either rail or platform. The illustration shows the controller attached to a rail dump.

Fifty new members have joined the Grain Dealers National Ass'n since the annual meeting.

The Humphrey Employee's Elevator



For eighteen years it has been the standard Elevator for Grain Elevators and Mills.

The simplest and most reliable lift for Grain Elevators that can be devised.

Let me send you catalog and quote prices.

S. K. HUMPHREY
640 Exchange Bldg.
BOSTON, MASS.

Supreme Court Decisions

A broker, employed to sell, is not entitled to a commission, unless he procures a purchaser ready, able, and willing to take the same on the terms given to the broker by the owner.—*Wagner v. Norris*. Supreme Court of Colorado. 88 Pac. 973.

Carrier's Liability.—A carrier cannot by stipulations in the B/L contract to limit its liability for negligence in transporting goods which it receives for carriage.—*McConnell Bros. v. Southern Ry. Co.* Supreme Court of North Carolina. 56 S. E. 558.

Telegraph Delay.—The operator at the sending office had implied authority to contract with the sender of a message to rush it through and deliver it as soon as possible.—*Western Union Telegraph Co. v. Cook*. Court of Civil Appeals of Texas. 99 S. W. 1131.

Carrier Becomes Warehouseman.—Where a reasonable time has elapsed after notice to a consignee of the arrival of freight, a carrier becomes a warehouseman, liable for ordinary negligence.—*Brunson & Boatwright v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina. 56 S. E. 538.

Option Contracts.—That portion of Hurd's Rev. St. 1905, c. 38, Sec. 130, relating to contracts to have or give the option to sell or buy at a future time any grain, etc., which renders void contracts made in violation thereof, is remedial in character, and should be liberally construed.—*Bates v. Woods*. Supreme Court of Illinois. 80 N. E. 84.

A by-law of a corporation, organized under the laws of this state, which limits the number of shares which a person may hold, or forbids a transfer of stock by a stockholder to a non stockholder without the consent of the directors, is void as an unreasonable restriction upon the transfer of property.—*Miller v. Farmers Milling & Elevator Co.* Supreme Court of Nebraska. 110 N. W. 995.

Care of Machine.—A provision in a lease of a machine, binding the lessee to keep the same in working order, requires the lessee to have some one in charge of the machine capable of managing it, and imposes on him the duty of exercising reasonable attention to keep the same in good working order.—*J. T. Stark Grain Co. v. Automatic Weighing Mach. Co.* Supreme Court of Arkansas. 99 S. W. 1103.

Void Limitation of Liability.—Damages to property injured in transit are estimated upon the net value of the property at the place of delivery, notwithstanding a stipulation in the B/L that the measure of damages should be the value at the point of shipment, since such stipulation is void, as limiting liability, for negligence.—*McConnell Bros. v. Southern Ry. Co.* Supreme Court of North Carolina. 56 S. E. 558.

Future Delivery.—An executory agreement for the sale of goods to be delivered at a future day is valid, though at the time it is made the seller has not the goods in his possession, has not contracted to purchase them, and has no expectation of acquiring them otherwise than by purchasing them at some time before the day of delivery.—*Watson v. Hazelhurst & McAllister*. Supreme Court of Georgia. 56 S. E. 459.

Seed Warranty.—Where no objection was made to the evidence, in an action for breach of warranty of variety of seed wheat sold, in support of the allegation that the seed wheat sold was of an inferior variety and produced a crop inferior to that which would have been produced from the variety warranted, resulting in specified damages to the buyer, the finding thereon was con-

clusive on appeal.—*Moody v. Pelrano*. Court of Appeal, First District California. 85 Pac. 380.

Waiver of Crop Lien.—An agent, who had taken a mortgage in his own name on a crop for the benefit of his principal, agreed with the agent of a company that was to furnish the seed for the crop that the company might purchase the crop, and pay him the balance after deducting pay for the seed. Held, that the mortgage lien if not waived was barred for the promise to pay the balance to the mortgagee.—*Brande v. A. L. Babcock Hardware Co.* Supreme Court of Montana. 88 Pac. 950.

Measure of Damages.—Where B/L provided that the amount of any damage for which any carrier should become liable should be computed at the value of the cotton shipped at the time and place of shipment, it was error, in an action by the shipper for delay in delivering the cotton, to charge that the damages should be estimated according to the price of the cotton at the place of delivery.—*Southern Ry. Co. v. Cofer*. Supreme Court of Alabama. 43 South. 102.

Submission to Arbitration.—Where a submission to arbitration provided that the parties agreed to submit all manner of actions, cause or causes of action, suits, controversies, claims, and demands whatsoever then pending and existing between them, the question whether either party was entitled to interest on the balance found to be due was within the terms of the submission.—*In re Burke et al.* Supreme Court of New York, Appellate Division. 102 N. Y. Supp. 785.

Increased Hazards.—An insurance policy provided that an increased hazard within the knowledge of the insured would avoid the policy. The owner of the building insured rented to a tenant a portion thereof to be used for a business more hazardous than contemplated by the policy. Held not to avoid the policy, where the temporary hazard ended without loss and the loss occurred from another source.—*Sumter Tobacco Warehouse Co. v. Phoenix Ins. Co.* Supreme Court of South Carolina. 56 S. E. 655.

Sale of Crops.—A contract by a hop grower to sell a stated number of pounds of hops each year for a given number of years, to be grown on certain described real property, is an executory agreement for the sale of personal property, and no title passes to the purchaser until delivery and acceptance, so that no interest is thereby created in the land or growing crops which can be enforced against a subsequent purchaser of the real property who does not assume the contract.—*Bower v. Bowser*. Supreme Court of Oregon. 88 Pac. 1104.

Broker Liable.—Where plaintiff, a stock exchange member, executed the orders of a brokerage firm not a member, and the firm accepted orders of customers which it directs plaintiff to execute, such customers, though unknown by plaintiff, sustain the relation to him of debtor and creditor, and he will be required to pay them funds he may have from their business, done on the firm's orders, before he pays anything to the firm's trustees in bankruptcy.—*Doucette v. Baldwin*. Supreme Judicial Court of Massachusetts. 80 N. E. 444.

Forged B/L.—A bank that, without notice or suspicion of wrongdoing, receives a draft from the drawer for collection, and demands and obtains payment of it from the drawee, and in good faith pays the proceeds over to its employer, is not liable to the payor in damages, because the latter made payment without consideration, and in reliance upon a forged B/L which the drawer had attached to and caused to be forwarded with the draft.—*Nebraska Hay & Grain Co. v. First Nat. Bank of Falls City*. Supreme Court of Nebraska. 110 N. W. 1008.

Interstate Shipment—State Regulation.—The intention or purpose of the owners of an interstate shipment of a car load of grain to forward such car from the orig-

inal terminal point to another point in the same state does not make the shipment between such two points, when performed by a connecting carrier to which the car was delivered by the original terminal carrier in obedience to the instructions of the owner, an interstate one, and as such, exempt from the regulations of the state railroad commission.—*Gulf, Colorado & Santa Fe Railway Co. v. State of Texas*. Supreme Court of the United States. 27 Sup. Ct. Rep. 360.

Cargo Insurance.—In an action by a towing company on a policy of marine insurance covering a certain cargo of corn for the loss of which plaintiff was compelled to pay to a certain transfer company, which, in turn, was liable to a steamship company, which had contracted with the owner for the carriage of the cargo and against which recovery was had for the loss, in an action by the assignee of such owner, evidence that the steamship company had been sued for the value of the cargo and had paid therefor was proper as a link of evidence showing that the owner of the cargo had been paid for its loss, and that such payment was traceable to defendant.—*Western Assur. Co. v. Chesapeake Lighterage & Towing Co.* Court of Appeals of Maryland. 65 Atl. 637.

Interstate Act Supersedes Common Law.—A shipper cannot maintain an action against a common carrier to obtain relief from an alleged unreasonable freight rate exacted from him for an interstate shipment, without reference to any previous action by the Interstate Commerce Commission, where such rate has been filed with that Commission and promulgated as provided by the act to regulate commerce, and is the rate which it is the duty of the carrier, under that act, to enforce against shippers until changed in accordance with the provisions of that statute, since the independent right of an individual originally to maintain actions to obtain pecuniary redress for violations of the act, conferred by Sec. 9, must be confined to such wrongs as can, consistently with the context of the act, be redressed without previous action by the Commission, and the provision of Sec. 22, that nothing therein "shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies," cannot be construed as continuing in shippers a common-law right the continued existence of which would be absolutely inconsistent with the provisions of the statute.—*Texas & Pacific Railway Co. The Abilene Cotton Oil Co.* Supreme Court of the United States. 27 Sup. Ct. Rep. 350.

Imports and Exports of Hay.

Imports of hay for the 7 months prior to Feb. 1, 1907, have been 31,466 tons; against 35,475 tons for the corresponding months of 1905-06.

Exports of hay for the 7 months have been 32,096 tons; compared with 39,246 tons for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Glucose, Corn Oil and Cake.

Glucose amounting to 94,949,152 lbs. was exported during the 8 months prior to Mar. 1, 1907, against 116,022,401 lbs. during the corresponding months of 1905-06.

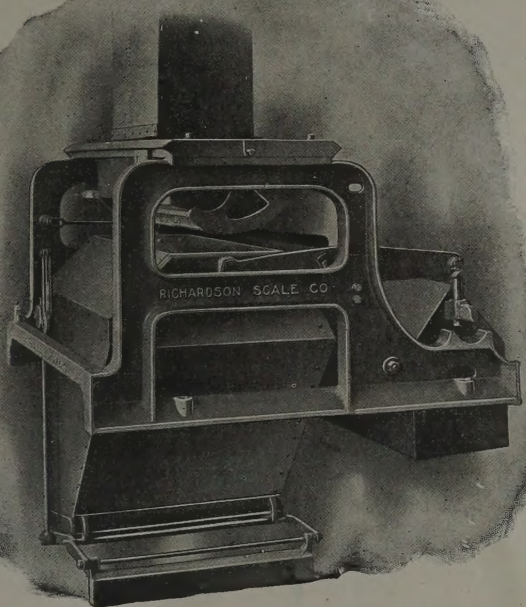
Corn oil amounting to 1,893,000 galls. was exported during the 8 months prior to Mar. 1, against 2,541,000 galls., for the corresponding period of 1905-06.

Corn oil cake amounting to 36,054,000 lbs. was exported during the 8 months prior to Mar. 1; compared with 33,064,000 lbs. for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

Check Your Weights Automatically

BY USING A

Richardson Automatic Scale



You Save Labor and Obtain Greater Accuracy at Increased Speed.

The Simplest, Most Durable Weight on the Market.

USERS SAY:—

"We have been using the Richardson Automatic Scales in our Elevators for one year and have found them accurate and reliable. We have just added another scale and will likely equip all our Elevators with Richardson Automatic Scales eventually."
—LA ROSE GRAIN CO., La Rose, Ill.

RICHARDSON SCALE CO.

NEW YORK 13-21 Park Row Building.
CHICAGO 1112 Rector Building.

GENERAL OFFICE OF

DeWOLF & WELLS CO.

CAPITAL \$75,000

GRAIN DEALERS

Elevators on

C. M. & ST. P.

M. & ST. L. R'YS.

Spencer, Iowa, Feb. 7, 1907.

American Grain Meter Co.,
Springfield, Ohio.

Gentlemen:—

We have remitted you for the Grain Meter put into our house at Plover. We have today given your Mr. Goshert an order for another one to be installed in our house at Marathon, Iowa. We have watched the operation of the scale closely at Plover, and are satisfied that it is a valuable addition to the equipment of a country elevator.

Yours very truly,

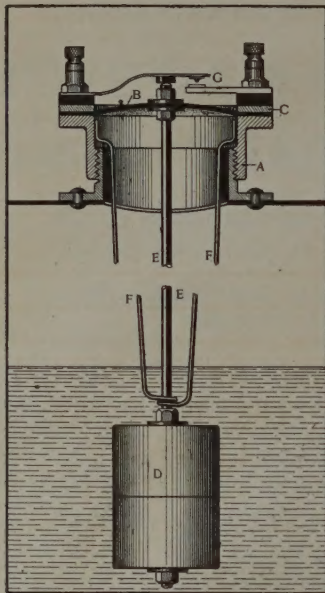
DEWOLF & WELLS CO.

By _____



Alarm for Gasoline Tank.

The unexpected stopping of the gasoline engine because the gasoline tank has run dry is avoided by attaching an alarm that



Alarm for Gasoline Tank.

will give warning when the level is becoming low. The warning being given a few hours in advance of the exhaustion

of the supply will give time to procure an additional supply or enable the operator to fill the tank when most convenient. He is also saved the time otherwise taken to occasionally inspect the tank to ascertain the quantity of oil available.

Illustrated in the engraving herewith, for which we are indebted to *Popular Mechanics*, is an alarm composed of a float, a vertical rod, a cap for the opening in the tank and an electrical contact and bell. A dry cell or a sal ammoniac cell will give sufficient current for the intermittent service required.

The threaded cap of the gasoline tank is removed and an internally threaded brass flange, A, is screwed in its place. The open end of the flange is then covered with a sheet rubber diaphragm B, held to the flange by a brass ring C, fastened on with screws. The float, D, is made of cork or other light material, and is fastened to a steel rod E, which is held in a vertical position by the guide F, constructed of heavy wire and soldered to the flange. The rod, E, is attached to the center of the diaphragm by means of two nuts and washers, as shown, and the end is adjusted to hold open the two contacts G, thus preventing the bell ringing except when the gasoline becomes too low.

About half the pop corn consumed in the United States is raised in Sac County, Iowa. One Iowa authority says that 15,000,000 pounds is an average yield for Sac and Ida Counties. The demand for pop corn has increased with the production. The street vendor of the buttered corn who is a familiar figure in the most rural districts of our country is not the only one who has discovered the demand

for the nourishing cereal. Breakfast food manufacturers and makers of confectionery consume thousands of pounds every year. The home consumption is also a considerable item.

Elevator Owners

Write for our folder on the cause and prevention of elevator fires. As many copies as you wish will be furnished free. Put one in the hands of the manager of each of your elevators. It will cost you nothing, and may be the means of keeping your plant in commission during the busy grain season. It is published by an enterprise composed exclusively of

Grain Dealers

and devoted to the elimination of everything which adds to the

Cost of Insurance on Grain Elevators, Grain Warehouses and Grain

Statement of losses paid and money saved, with full explanation of plan and methods, upon request.

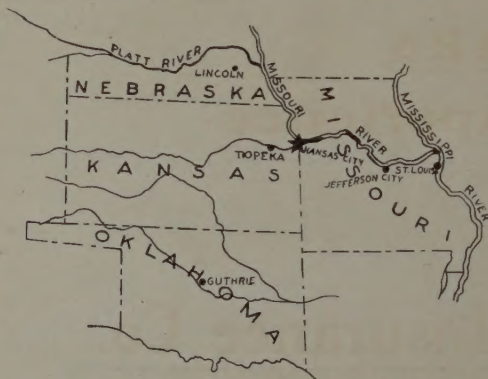
Elevator Underwriters

U. S. EPPERSON, Attorney and Manager

R. A. LONG BUILDING

Kansas City,

Missouri

**A Southwestern Office**

ESTABLISHED BY THE



As the Company is devoted exclusively to the interests of its policyholders, it has, to be in the closest possible touch with the Southwestern grain dealers, so has established an office at

KANSAS CITY, MO.

UNDER THE CHARGE OF

J. J. FITZGERALD, Southwestern Mgr.

Hereafter all southwestern policyholders of the Company and grain dealers wishing figures on elevator insurance will get quicker replies by addressing the Kansas City office. All policies for assignment, endorsement or cancellation should be mailed to the new office. These conditions apply to all territory west of the Missouri River and south of the Platte River in Nebraska. Other sections will communicate with the Indianapolis, Ind. office.

This is the Company which has won first place in the favor of grain dealers by sheer force of merit. In the matter of fire Insurance it supplies what the grain dealer has long wanted, i. e., a reliable policy contract, free of technicalities, complete in its protection and costing only what elevators should pay for insurance.

Address correspondence to

Grain Dealers Fire Insurance Co.

Room 124, Board of Trade

KANSAS CITY, MO.

Fire Insurance Companies

Established 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

Elevator and Grain Insurance

THE OLD RELIABLE

Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

Assets	-	-	\$1,898,142.34
Losses Paid	-	-	1,766,407.89
Net Cash Assets	-	-	367,263.93

MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS ALTON, ILLINOIS.

Wrote \$5,348,463.75 Insurance last year.
Paid \$110,724.14 in losses last year.
Added \$24,230.30 to surplus last year.
Assessed only 45% of basis rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force,	-	\$10,158,139.43
Face value of notes,	-	1,451,877.89
Cash Assets,	-	300,148.96

D. R. SPARKS, Prest. A. R. McKINNEY, Sec.
Chicago Agent: M. W. Fugitt, 740 National Life Bldg.

Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....	\$5,450,000
Risks in force, Tornado.....	1,010,000
Admitted Ledger Assets.....	\$16,478.39
Six Months' Assessment in course of collection, over.....	25,000.00

Total Amount Assets Available for the payment of losses.....\$41,478.39

Fire and Lightning Cost for Current Year Only 80 per cent of the rate.
Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents.

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Flour Mills, Elevators and Warehouses at actual cost.

Net Cash Assets \$218,020.94.

Losses Paid \$1,179,097.88.

Saved to Policy Holders \$1,622,157.48.

Organized 1875. J. G. SHARP, Secretary.

31 YEARS

Practical Experience

In insuring Flour Mills, Grain Elevators and their contents proves it to be possible to save policy holders at least 50 per cent of the old-line rates and to accumulate for their absolute protection against all possible contingencies a net cash surplus of \$848,660.89. This has been the experience of the

Millers' National Insurance Co.

And it confidently expects to beat this record in the future, because the income from its surplus fund goes a long way toward paying its expenses, and with this fund limited to a maximum of 2½ per cent of the amount at risk, assessments will not be needed to increase the surplus. The total amount of risk January 1st was \$35,862,820, of which over \$13,000,000 was on grain elevators and contents. The surplus over all liabilities, including premium notes, was \$4,429,866.

If You Want Insurance at Cost, with Absolutely Unquestioned Indemnity, write the

Millers' National Insurance Co.

205 LaSalle St., Chicago, Ill.

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Highest Quality Long Fibre Manila Transmission Rope

Strongest

Safest

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Most

Economical



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Standard
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Transmission
Rope.

A Tarred Brown Yarn Running Through The Strands.

Our Ajax Rope is made from the finest selected "Cebue" Manila Hemp, which has had all the knots, tow and other weak parts combed out of it before it is spun into yarn.

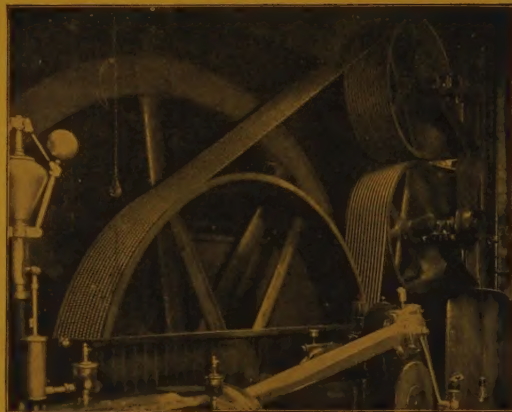
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Some of the largest grain elevators in the world are equipped throughout with "Ajax" drives. Ask for sample combed out to show the strength and excellence of the fibre. There is absolutely nothing better.

Send for our 48-page "AJAX" Book and our Pamphlet on Rope Transmission. Made only by

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Power Transmitting, Elevating and Conveying Machinery



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Appliances,
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Friction Clutches,
Shafting, Pulleys, Gearing.

Belt Conveyors
for all purposes,
Barrel Elevators,
Package Carriers,
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Elevator Buckets.

Webster M'f'g Company
1075-1111 West 15th Street, Chicago

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FOR MAINTAINING A NUISANCE
UNLESS YOU

ARREST

THE DUST AT YOUR ELEVATOR.

MY COLLECTOR IS AT YOUR SERVICE.

WRITE FOR PARTICULARS.

**H. L. DAY, 1122-1126 Yale Place
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**THAT WILL STAND THE
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WE CATER SPECIALLY TO
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Stronger, easier to repair.
MORE WORTH FOR THE
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For attachment
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vator legs, to pre-
vent backing and
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